

APPENDIX A

NOISE DATA

TABLE Existing-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Hedding Street - 1st Street to 4th Street
NOTES: Japantown Addendum - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12200 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.54

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	55.4	114.2	243.7

TABLE Existing-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Hedding Street - 4th Street to 7th Street
NOTES: Japantown Addendum - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13800 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	59.6	123.8	264.4

TABLE Existing-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Hedding Street - 7th Street to 10th Street
NOTES: Japantown Addendum - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13200 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	58.1	120.3	256.7

TABLE Existing-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 4th Street - Hedding Street to Taylor Street
NOTES: Japantown Addendum - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9500 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	76.9	162.1

TABLE Existing-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 7th Street - Hedding Street to Taylor Street
NOTES: Japantown Addendum - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2800 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	71.7

TABLE Existing-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 11th Street - Hedding Street to Taylor Street
NOTES: Japantown Addendum - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3500 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	83.7

TABLE Existing-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 1st Street to 4th Street
NOTES: Japantown Addendum - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13000 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.31

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	56.0	118.4	254.0

TABLE Existing-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 4th Street to 6th Street
NOTES: Japantown Addendum - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13100 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	56.2	119.0	255.2

TABLE Existing-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 6th Street to 7th Street
NOTES: Japantown Addendum - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12800 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	54.5	116.8	251.3

TABLE Existing-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 7th Street to 10th Street
NOTES: Japantown Addendum - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12900 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	54.8	117.4	252.6

TABLE Existing-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 10th Street to 11th Street
NOTES: Japantown Addendum - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10300 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	101.1	217.5

TABLE Existing-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 4th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8400 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	71.2	149.5

TABLE Existing-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 7th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2600 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.31

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	68.3

TABLE Existing-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 10th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12600 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	91.2	195.0

TABLE Existing-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 11th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4000 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	91.4

TABLE Existing-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 1st Street to 4th Street
NOTES: Japantown Addendum - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3300 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	80.0

TABLE Existing-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 4th Street to 7th Street
NOTES: Japantown Addendum - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2700 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	70.7

TABLE Existing-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 7th Street to 10th Street
NOTES: Japantown Addendum - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1900 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 54.94

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	55.5

TABLE Existing-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 10th Street to 11th Street
NOTES: Japantown Addendum - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1700 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 54.46

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	51.6

TABLE Existing + Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Hedding Street - 1st Street to 4th Street
NOTES: Japantown Addendum - Existing + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12600 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.68

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	56.5	116.7	248.9

TABLE Existing + Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Hedding Street - 4th Street to 7th Street
NOTES: Japantown Addendum - Existing + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14100 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	60.4	125.5	268.2

TABLE Existing + Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Hedding Street - 7th Street to 10th Street
NOTES: Japantown Addendum - Existing + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13500 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	58.9	122.0	260.6

TABLE Existing + Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 4th Street - Hedding Street to Taylor Street
NOTES: Japantown Addendum - Existing + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9600 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	77.4	163.3

TABLE Existing + Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 7th Street - Hedding Street to Taylor Street
NOTES: Japantown Addendum - Existing + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3700 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	86.3

TABLE Existing + Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 11th Street - Hedding Street to Taylor Street
NOTES: Japantown Addendum - Existing + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3500 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	83.7

TABLE Existing + Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 1st Street to 4th Street
NOTES: Japantown Addendum - Existing + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14500 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	60.0	127.2	273.1

TABLE Existing + Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 4th Street to 6th Street
NOTES: Japantown Addendum - Existing + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14700 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	60.5	128.4	275.6

TABLE Existing + Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 6th Street to 7th Street
NOTES: Japantown Addendum - Existing + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14400 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	58.9	126.3	271.8

TABLE Existing + Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 7th Street to 10th Street
NOTES: Japantown Addendum - Existing + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13800 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	57.2	122.8	264.2

TABLE Existing + Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 10th Street to 11th Street
NOTES: Japantown Addendum - Existing + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11000 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	106.1	227.3

TABLE Existing + Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 4th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Existing + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8600 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	72.3	151.9

TABLE Existing + Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 7th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Existing + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5800 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.79

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	54.2	116.3

TABLE Existing + Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 10th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Existing + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12600 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	91.2	195.0

TABLE Existing + Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 11th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Existing + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4000 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	91.4

TABLE Existing + Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 1st Street to 4th Street
NOTES: Japantown Addendum - Existing + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3600 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	84.7

TABLE Existing + Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 4th Street to 7th Street
NOTES: Japantown Addendum - Existing + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3400 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	82.2

TABLE Existing + Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 7th Street to 10th Street
NOTES: Japantown Addendum - Existing + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2400 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	64.8

TABLE Existing + Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 10th Street to 11th Street
NOTES: Japantown Addendum - Existing + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2100 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	59.3

TABLE Background-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Hedding Street - 1st Street to 4th Street
NOTES: Japantown Addendum - Background

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15000 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	62.7	130.7	279.5

TABLE Background-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Hedding Street - 4th Street to 7th Street
NOTES: Japantown Addendum - Background

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 17700 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	69.5	145.7	311.9

TABLE Background-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Hedding Street - 7th Street to 10th Street
NOTES: Japantown Addendum - Background

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16100 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	65.5	136.9	292.9

TABLE Background-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 4th Street - Hedding Street to Taylor Street
NOTES: Japantown Addendum - Background

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12700 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.12

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	92.5	196.4

TABLE Background-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 7th Street - Hedding Street to Taylor Street
NOTES: Japantown Addendum - Background

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3500 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	83.2

TABLE Background-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 11th Street - Hedding Street to Taylor Street
NOTES: Japantown Addendum - Background

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4700 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.30

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	101.6

TABLE Background-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 1st Street to 4th Street
NOTES: Japantown Addendum - Background

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16800 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	66.0	140.2	301.2

TABLE Background-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 4th Street to 6th Street
NOTES: Japantown Addendum - Background

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16900 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	66.2	140.8	302.4

TABLE Background-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 6th Street to 7th Street
NOTES: Japantown Addendum - Background

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14600 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	59.4	127.5	274.3

TABLE Background-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 7th Street to 10th Street
NOTES: Japantown Addendum - Background

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14900 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.48

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	60.2	129.2	278.1

TABLE Background-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 10th Street to 11th Street
NOTES: Japantown Addendum - Background

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14000 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	58.7	124.3	266.8

TABLE Background-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 4th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Background

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10100 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	80.0	168.8

TABLE Background-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 7th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Background

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3200 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	78.4

TABLE Background-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 10th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Background

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15000 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	102.2	219.0

TABLE Background-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 11th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Background

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4900 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.48

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	104.4

TABLE Background-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 1st Street to 4th Street
NOTES: Japantown Addendum - Background

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3300 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	80.0

TABLE Background-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 4th Street to 7th Street
NOTES: Japantown Addendum - Background

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3200 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	79.0

TABLE Background-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 7th Street to 10th Street
NOTES: Japantown Addendum - Background

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1900 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 54.94

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	55.5

TABLE Background-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 10th Street to 11th Street
NOTES: Japantown Addendum - Background

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1800 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 54.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	53.6

TABLE Background + Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Hedding Street - 1st Street to 4th Street
NOTES: Japantown Addendum - Background + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15300 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	63.5	132.4	283.2

TABLE Background + Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Hedding Street - 4th Street to 7th Street
NOTES: Japantown Addendum - Background + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18000 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	70.2	147.3	315.4

TABLE Background + Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Hedding Street - 7th Street to 10th Street
NOTES: Japantown Addendum - Background + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16400 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	66.3	138.6	296.5

TABLE Background + Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 4th Street - Hedding Street to Taylor Street
NOTES: Japantown Addendum - Background + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12800 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	93.0	197.4

TABLE Background + Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 7th Street - Hedding Street to Taylor Street
NOTES: Japantown Addendum - Background + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4500 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.69

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	98.2

TABLE Background + Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 11th Street - Hedding Street to Taylor Street
NOTES: Japantown Addendum - Background + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4700 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.30

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	101.6

TABLE Background + Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 1st Street to 4th Street
NOTES: Japantown Addendum - Background + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18300 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.79

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	69.7	148.4	318.8

TABLE Background + Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 4th Street to 6th Street
NOTES: Japantown Addendum - Background + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18500 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	70.2	149.5	321.2

TABLE Background + Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 6th Street to 7th Street
NOTES: Japantown Addendum - Background + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16300 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.87

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	63.9	137.2	295.2

TABLE Background + Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 7th Street to 10th Street
NOTES: Japantown Addendum - Background + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15800 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.73

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	62.6	134.3	289.2

TABLE Background + Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 10th Street to 11th Street
NOTES: Japantown Addendum - Background + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14700 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	60.5	128.4	275.6

TABLE Background + Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 4th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Background + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10200 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	80.5	169.9

TABLE Background + Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 7th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Background + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6300 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	57.3	122.8

TABLE Background + Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 10th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Background + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15100 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	102.6	219.9

TABLE Background + Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 11th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Background + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4900 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.48

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	104.4

TABLE Background + Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 1st Street to 4th Street
NOTES: Japantown Addendum - Background + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3600 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	84.7

TABLE Background + Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 4th Street to 7th Street
NOTES: Japantown Addendum - Background + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3800 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	88.4

TABLE Background + Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 7th Street to 10th Street
NOTES: Japantown Addendum - Background + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2400 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	64.8

TABLE Background + Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 10th Street to 11th Street
NOTES: Japantown Addendum - Background + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2100 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	59.3

TABLE Cumulative + Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Hedding Street - 1st Street to 4th Street
NOTES: Japantown Addendum - Cumulative + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16500 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	66.5	139.1	297.7

TABLE Cumulative + Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Hedding Street - 4th Street to 7th Street
NOTES: Japantown Addendum - Cumulative + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19500 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.57

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	73.8	155.3	332.7

TABLE Cumulative + Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Hedding Street - 7th Street to 10th Street
NOTES: Japantown Addendum - Cumulative + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16800 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	67.3	140.8	301.3

TABLE Cumulative + Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 4th Street - Hedding Street to Taylor Street
NOTES: Japantown Addendum - Cumulative + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14000 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.54

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	98.5	209.4

TABLE Cumulative + Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 7th Street - Hedding Street to Taylor Street
NOTES: Japantown Addendum - Cumulative + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4500 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.69

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	98.2

TABLE Cumulative + Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 11th Street - Hedding Street to Taylor Street
NOTES: Japantown Addendum - Cumulative + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5100 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	107.2

TABLE Cumulative + Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 1st Street to 4th Street
NOTES: Japantown Addendum - Cumulative + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19500 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	72.6	154.8	332.6

TABLE Cumulative + Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 4th Street to 6th Street
NOTES: Japantown Addendum - Cumulative + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19400 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	72.4	154.3	331.5

TABLE Cumulative + Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 6th Street to 7th Street
NOTES: Japantown Addendum - Cumulative + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16600 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	64.7	138.8	298.8

TABLE Cumulative + Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 7th Street to 10th Street
NOTES: Japantown Addendum - Cumulative + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16200 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	63.6	136.6	294.0

TABLE Cumulative + Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Taylor Street - 10th Street to 11th Street
NOTES: Japantown Addendum - Cumulative + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15800 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	63.4	134.7	289.1

TABLE Cumulative + Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 4th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Cumulative + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11300 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	85.9	181.8

TABLE Cumulative + Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 7th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Cumulative + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6400 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	57.9	124.1

TABLE Cumulative + Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 10th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Cumulative + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 17300 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	53.2	112.2	240.7

TABLE Cumulative + Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: 11th Street - Taylor Street to Jackson Street
NOTES: Japantown Addendum - Cumulative + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5400 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	52.7	111.3

TABLE Cumulative + Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 1st Street to 4th Street
NOTES: Japantown Addendum - Cumulative + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3600 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	84.7

TABLE Cumulative + Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 4th Street to 7th Street
NOTES: Japantown Addendum - Cumulative + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4200 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	94.4

TABLE Cumulative + Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 7th Street to 10th Street
NOTES: Japantown Addendum - Cumulative + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2400 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES
DAY NIGHT

AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	64.8

TABLE Cumulative + Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 02/18/2014
ROADWAY SEGMENT: Jackson Street - 10th Street to 11th Street
NOTES: Japantown Addendum - Cumulative + Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2100 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
	---	-----
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn			
70 Ldn	65 Ldn	60 Ldn	55 Ldn
-----	-----	-----	-----
0.0	0.0	0.0	59.3

APPENDIX B

TRANSPORTATION IMPACT ANALYSIS



HEXAGON TRANSPORTATION CONSULTANTS, INC.



Japantown Corporation Yard

Transportation Impact Analysis



Prepared for:

LSA Associates, Inc.



January 10, 2014



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Executive Summary

This report presents the results of the Transportation Impact Analysis (TIA) prepared for the proposed mixed-use development on the former Corporation Yard site in the Japantown area of San Jose, California. The 5.23-acre vacant site is bordered by Taylor Street on the north, North Seventh Street on the east, Jackson Street on the south, and North Sixth Street on the west. The project as proposed would consist of constructing up to 600 condominium units, up to 25,000 square feet (s.f.) of retail space, and up to 60,000 s.f. of community amenity space. The community amenity space would include Taiko drumming facilities, office space, TV studio space, rehearsal studios, community meeting rooms and conference space. A multi-level parking garage will provide on-site parking for the project, with access provided via Seventh Street.

This study was conducted for the purpose of identifying potential traffic impacts related to the proposed development. The impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose. An analysis according to the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) guidelines also was prepared, since the project would generate more than 100 peak hour gross vehicle trips. The study determined the traffic impacts of the project on twenty-two (22) signalized intersections, one (1) unsignalized intersection, and fifteen (15) freeway segments in the vicinity of the project site during the weekday AM and PM peak periods of traffic. Project impacts on other transportation facilities, such as bicycle facilities and transit services, were determined on the basis of engineering judgment.

Project Trip Generation

After applying the appropriate trip generation rates and trip reductions (described in Chapter 3), the proposed mixed-use project would generate 6,002 new daily vehicle trips, with 513 new trips occurring during the AM peak hour and 566 new trips occurring during the PM peak hour. Using the inbound/outbound splits recommended by the City of San Jose and the Institute of Transportation Engineers (ITE) *Trip Generation* manual, the project would produce 221 inbound and 292 outbound trips during the AM peak hour, and 342 inbound and 224 outbound trips during the PM peak hour.

Background Plus Project Intersection Impacts

When measured against the City of San Jose significant impact criteria, which is the City's CEQA measure of impact, the following intersection would be significantly impacted by the project (see Table ES-1):

North First Street and Taylor Street (PM peak hour)

The level of service at this intersection would be an unacceptable LOS F during the PM peak hour under background conditions, and the added trips as a result of the project would cause the volume-to-capacity (V/C) ratio to increase by 0.058. Based on the City of San Jose level of service impact criteria, this constitutes a significant project impact.

Protected Intersection Requirements

The study intersection of North First Street/Taylor Street has been identified as a City of San Jose Protected Intersection. Protected Intersections consist of locations that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect upon other transportation facilities (such as pedestrian, bicycle, transit systems, etc.). Protected Intersections are, therefore, not required to maintain a Level of Service D, which is the City of San Jose standard. The deficiencies at all 25 Protected Intersections in the City of San Jose have been disclosed and overridden in previous EIRs.

If a development project has significant traffic impacts at a designated Protected Intersection, the project may be approved if offsetting Transportation System Improvements are provided. The offsetting improvements are intended to provide other transportation benefits for the community adjacent to the traffic impact. The improvements may include enhancements to pedestrian, bicycle, and transit facilities, as well as neighborhood traffic calming measures and other roadway improvements.

The LOS Policy has established a fee equal to \$2,000 per net peak hour project trip for one intersection impact and \$3,000 per net peak hour project trip for multiple intersection impacts, plus a 3.5 percent annual cost escalation adjustment, to fund alternative transportation improvements. For the purpose of determining the Protected Intersection LOS impact fee, net peak hour project trips are defined as the total number of peak hour trips generated by the project during the highest peak hour period after all appropriate trip credits have been applied. The value of the improvements should be equal to the established fees. Since the project significantly impacts one Protected Intersection, the estimated project cost is \$2,000 times 566 net PM peak hour trips, plus a 3.5 percent annual cost escalation adjustment.

Estimated Project Cost: \$1,132,000 (\$2,000 x 566 PM peak hour trips)

US 101/Oakland/Mabury Transportation Development Policy (TDP)

The City of San Jose has identified operational problems along the Oakland Road corridor at the US 101 interchange, which are due primarily to the capacity constraints of the interchange. As a result, the City has identified two key capital improvement projects: 1) modification of the US 101/Oakland Road interchange, including improvements to the Oakland Road/Commercial Street intersection, and 2) construction of a new US 101/Mabury Road interchange. To fund these interchange improvements, the City has developed the US 101/Oakland/Mabury Transportation Development Policy (TDP).

As part of the new Policy, a fee to fund the planned interchange improvements has been adopted. The fee is based on PM peak hour vehicle trips generated by a project. Any project that would add traffic to the US 101/Oakland Road interchange is required to participate in the TDP program. The fee for the US 101/Oakland/Mabury TDP is based on the number of PM peak hour vehicular trips that would be added to the US 101/Oakland Road interchange.

Since the proposed project would send some PM peak hour vehicle trips through the US 101/Oakland Road interchange, the project would be required to pay a fair share contribution toward the planned interchange improvements. The TDP traffic impact fee is \$32,595.15 per each new PM peak hour vehicle trip that would be added to the US 101/Oakland Road interchange. The project would add 20 trips to the interchange during the PM peak hour of traffic.

Estimated US 101/Oakland/Mabury TDP Impact Fee: \$32,595.15 x 20 PM peak hour trips = \$651,903.00

Freeway Segment Analysis

Traffic volumes on the study freeway segments with the project were estimated by adding project trips to the freeway segment volumes obtained from the 2012 CMP Annual Monitoring Report. The results of the freeway segment analysis show that the project would not cause significant increases in traffic volumes (one percent or more of freeway capacity) on any of the study freeway segments currently operating at LOS F, and none of the study freeway segments currently operating at LOS E or better would worsen to LOS F as a result of the project (see Table ES-2). Therefore, based on CMP freeway impact criteria, none of the study freeway segments would be significantly impacted by the project.

Comparison Between the 2008 and 2013 Traffic Study Results

The 2008 EIR prepared for the original Japantown Corporation Yard project was certified by the City of San Jose on April 21, 2008. Since that time, the project has changed. The purpose of this traffic study is to evaluate the new 2013 Japantown Corporation Yard project and to determine whether changes to the project would result in different conclusions with regard to traffic impacts.

The results of this traffic study are consistent with the results of the 2008 Japantown Corporation Yard traffic study. Both studies show a significant project impact at the protected intersection of North First Street and Taylor Street during the PM peak hour, and both studies show no significant freeway impacts. Where the two traffic studies differ is that the 2008 study showed significant project impacts at the protected intersections of North Tenth Street/Hedding Street and North Tenth Street/Taylor Street, while the 2013 study shows no project impacts at these locations. The reason for the difference is that the background roadway network assumptions are different between the two studies. The 2008 study assumed the originally planned conversion of North Tenth and Eleventh Streets between Julian and Hedding Streets from one-way streets to two-way streets. However, this couplet conversion never occurred. Instead, the City reduced the number of travel lanes on both one-way streets from three lanes to two lanes and added buffered bike lanes. Although one travel lane has been removed from each street, the intersection levels of service are acceptable. The couplet conversion is no longer being considered by the City of San Jose.

Cumulative Intersection Impacts

The results show that, measured against the City of San Jose and CMP level of service impact criteria, the estimated cumulative project trips collectively would create a significant adverse traffic impact at the following study intersections (see Table ES-1):

North First Street and Taylor Street (Protected Intersection) – PM Peak Hour
Old Oakland Road and US 101 NB Ramps (CMP Intersection) – AM and PM Peak Hours
Old Oakland Road and US 101 SB Ramps (CMP Intersection) – PM Peak Hour

Japantown Corporation Yard Project Contribution to Cumulative Impacts

The project would contribute a considerable amount of traffic (more than 25 percent) to the North First Street/Taylor Street intersection. The mitigation described under background plus project conditions also would serve as mitigation under cumulative conditions. The mitigation involves payment of the City's Protected Intersection fee, as previously described.

The proportion of project-generated traffic would equate to less than 5 percent of the increase in total volume from background traffic conditions to cumulative traffic conditions for the Old Oakland Road/US 101 intersections. Therefore, the project's contribution to the cumulative impacts at the Old Oakland Road/US 101 intersections is not considered considerable. Nevertheless, the project would be required to pay the US 101/Oakland/Mabury TDP traffic impact fee, which will fund interchange improvements.

Other Transportation Issues

The project would not have an adverse effect on existing transit, bicycle or pedestrian facilities in the study area.

A comprehensive evaluation of site access and on-site circulation will be prepared once a detailed site plan is provided. Parking supply and layout also will be addressed at that time.

Table ES-1
Intersection Level of Service Summary

Study Number	Intersection	Peak Hour	Count Date	Existing		Existing + Project		Background		Background + Project				Cumulative			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C	Avg. Delay (sec)	LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C
1	SR 87 & Taylor St *	AM	04/04/12	21.2	C	21.2	C	21.6	C	21.7	C	0.1	0.015	21.7	C	0.1	0.015
		PM	09/10/13	29.0	C	28.7	C	30.3	C	30.1	C	0.6	0.009	30.1	C	0.6	0.009
2	San Pedro St & Taylor St	AM	09/10/13	32.1	C	32.7	C	32.5	C	33.2	C	0.9	0.029	33.5	C	1.2	0.034
		PM	09/10/13	31.0	C	30.8	C	30.2	C	30.2	C	0.2	0.035	30.8	C	1.4	0.060
3	N. First St & I-880 SB Ramps *	AM	10/10/12	26.8	C	26.8	C	30.9	C	31.1	C	0.3	0.005	34.0	C	6.1	0.065
		PM	09/12/12	25.1	C	25.3	C	27.1	C	27.3	C	0.2	0.005	30.3	C	4.5	0.101
4	N. First St & I-880 NB Ramps *	AM	10/10/12	19.7	B	19.7	B	26.0	C	26.1	C	0.1	0.016	27.5	C	1.9	0.070
		PM	09/12/12	17.6	B	17.8	B	22.8	C	22.9	C	0.0	0.006	24.5	C	1.5	0.065
5	N. First St & Hedding St	AM	09/10/13	35.8	D	35.9	D	38.2	D	38.6	D	0.6	0.023	39.8	D	2.1	0.072
		PM	09/10/13	34.8	C	34.9	C	37.3	D	37.4	D	0.4	0.018	38.0	D	1.5	0.063
6	N. First St & Taylor St (SJP)	AM	09/10/13	41.6	D	42.8	D	46.7	D	49.1	D	3.3	0.045	52.9	D	8.4	0.093
		PM	09/10/13	51.2	D	59.0	E	84.9	F	100.0	F	14.4	0.058	124.8	F	42.7	0.150
7	N. First St & Jackson St	AM	09/10/13	35.8	D	36.7	D	35.9	D	36.7	D	1.0	0.024	36.7	D	1.0	0.024
		PM	09/10/13	30.2	C	30.8	C	30.2	C	30.9	C	0.5	0.014	30.9	C	0.5	0.014
8	N. Fourth St & Hedding St (SJP)	AM	09/10/13	35.7	D	35.7	D	37.7	D	37.7	D	0.0	0.008	38.8	D	1.4	0.060
		PM	09/10/13	38.7	D	38.7	D	41.7	D	41.7	D	0.2	0.009	43.8	D	2.8	0.092
9	N. Fourth St & Taylor St	AM	09/10/13	31.1	C	32.6	C	34.9	C	36.5	D	2.2	0.057	38.9	D	7.3	0.096
		PM	09/10/13	32.7	C	33.1	C	37.5	D	40.2	D	4.5	0.060	46.0	D	13.0	0.112
10	N. Fourth St & Jackson St (SJP)	AM	09/10/13	30.0	C	30.5	C	30.7	C	31.3	C	0.5	0.021	31.9	C	1.6	0.054
		PM	09/10/13	24.1	C	26.0	C	28.0	C	30.3	C	2.4	0.017	51.8	D	29.2	0.185
11	N. Seventh St & Hedding St	AM	09/10/13	13.9	B	15.6	B	15.0	B	16.4	B	1.5	0.025	17.3	B	2.5	0.044
		PM	09/10/13	11.5	B	12.1	B	11.5	B	12.0	B	0.5	0.015	12.5	B	1.2	0.029
12	N. Seventh St & Taylor St	AM	09/10/13	12.0	B	19.4	B	13.4	B	21.4	C	11.4	0.121	21.7	C	12.3	0.138
		PM	09/10/13	14.6	B	17.7	B	15.6	B	18.6	B	3.1	0.042	18.9	B	3.7	0.052
13	N. Tenth St & Hedding St (SJP)	AM	10/04/12	14.5	B	15.2	B	16.8	B	17.5	B	1.2	0.009	19.2	B	5.0	0.064
		PM	10/04/12	29.6	C	29.8	C	39.8	D	40.6	D	1.2	0.008	54.7	D	20.0	0.093
14	N. Tenth St & Taylor St (SJP)	AM	10/17/12	9.6	A	9.7	A	10.4	B	10.6	B	0.3	0.019	10.8	B	0.6	0.042
		PM	10/04/12	19.7	B	20.3	C	25.7	C	27.1	C	1.8	0.022	38.0	D	15.2	0.119
15	N. Tenth St & Jackson St	AM	10/17/12	10.9	B	11.3	B	11.1	B	11.4	B	0.4	0.011	11.5	B	0.6	0.027
		PM	10/04/12	6.3	A	7.3	A	6.1	A	7.0	A	0.6	0.012	6.8	A	0.4	0.048
16	N. Eleventh St & Hedding St	AM	10/04/12	22.8	C	22.8	C	25.0	C	25.0	C	0.1	0.003	26.6	C	2.0	0.056
		PM	10/04/12	11.0	B	10.9	B	11.9	B	11.8	B	0.0	0.003	12.3	B	0.5	0.018
17	N. Eleventh St & Taylor St (SJP)	AM	10/04/12	19.9	B	20.5	C	30.6	C	33.2	C	3.3	0.017	44.1	D	16.2	0.070
		PM	10/04/12	13.3	B	13.0	B	13.8	B	13.7	B	0.0	0.017	14.6	B	1.1	0.076
18	N. Eleventh St & Jackson St	AM	10/17/12	8.2	A	8.6	A	8.1	A	8.5	A	0.4	0.009	8.6	A	0.6	0.078
		PM	10/04/12	10.8	B	11.3	B	11.4	B	11.8	B	0.5	0.010	12.3	B	1.1	0.047
19	Old Oakland Rd & US 101 NB Ramps *	AM	10/10/12	73.0	E	72.7	E	201.8	F	201.2	F	0.0	0.000	245.8	F	86.9	0.195
		PM	09/12/12	21.7	C	21.7	C	59.9	E	60.4	E	1.0	0.003	84.0	F	36.6	0.094
20	Old Oakland Rd & US 101 SB Ramps *	AM	10/10/12	26.6	C	26.5	C	32.0	C	32.0	C	0.1	0.003	33.8	C	2.6	0.052
		PM	09/12/12	31.9	C	31.9	C	94.3	F	94.3	F	0.6	0.001	126.4	F	64.1	0.149
21	N. Thirteenth St & Hedding St	AM	09/10/13	42.3	D	42.4	D	49.2	D	49.6	D	0.7	0.008	52.6	D	4.8	0.044
		PM	09/10/13	42.3	D	42.4	D	47.2	D	47.5	D	0.5	0.009	49.4	D	4.0	0.057
22	N. Thirteenth St & Taylor St	AM	09/10/13	14.5	B	14.7	B	19.2	B	19.8	B	1.1	0.012	22.8	C	5.8	0.047
		PM	09/10/13	14.6	B	15.0	B	17.4	B	18.2	B	1.5	0.022	20.1	C	4.5	0.060

Notes:
 * denotes CMP intersection
 (SJP) denotes a City of San Jose Protected intersection
Bold indicates a significant impact

Table ES-2
Freeway Segment Level of Service Summary

					Existing Plus Project Trips										Project Trips							
Freeway	Segment	Direction	Peak Hour	Mixed-Flow					HOV Lane					Total Volume	Mixed-Flow			HOV Lane			Impact?	
				Avg. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Avg. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/		Density	LOS	Volume	% Capacity	Volume	% Capacity		
SR 87	I-280	to Julian St	NB	AM	41	2	4,400	4,206	51.3	E	66	1	1,650	1,464	22.2	C	20	16	0.4%	4	0.3%	NO
				PM	67	2	4,400	2,029	15.3	B	70	1	1,650	568	8.1	A	37	29	0.7%	8	0.5%	NO
SR 87	Julian St	to Coleman Ave	NB	AM	13	2	4,400	2,726	104.8	F	66	1	1,650	1,854	28.1	D	20	16	0.4%	4	0.3%	NO
				PM	66	2	4,400	2,809	21.3	C	70	1	1,650	358	5.1	A	37	29	0.7%	8	0.5%	NO
SR 87	Coleman Ave	to Taylor St	NB	AM	32	2	4,400	3,986	62.3	F	66	1	1,650	1,594	24.2	C	20	16	0.4%	4	0.3%	NO
				PM	66	2	4,400	2,539	19.2	C	70	1	1,650	498	7.1	A	37	29	0.7%	8	0.5%	NO
SR 87	Taylor St	to Skyport Dr	NB	AM	54	2	4,400	4,460	41.3	D	66	1	1,650	1,528	23.2	C	38	30	0.7%	8	0.5%	NO
				PM	67	2	4,400	1,885	14.2	B	70	1	1,650	214	3.1	A	19	15	0.3%	4	0.2%	NO
SR 87	Skyport Dr	to US 101	NB	AM	7	2	4,400	1,910	136.4	F	32	1	1,650	1,968	61.5	F	38	30	0.7%	8	0.5%	NO
				PM	66	2	4,400	3,185	24.1	C	70	1	1,650	354	5.1	A	19	15	0.3%	4	0.2%	NO
SR 87	US 101	to Skyport Dr	SB	AM	66	2	4,400	2,656	20.1	C	67	1	1,650	414	6.2	A	20	16	0.4%	4	0.3%	NO
				PM	6	2	4,400	1,669	139.1	F	70	1	1,650	1,268	18.1	C	37	29	0.7%	8	0.5%	NO
SR 87	Skyport Dr	to Taylor St	SB	AM	67	2	4,400	2,286	17.1	B	67	1	1,650	144	2.2	A	20	16	0.4%	4	0.3%	NO
				PM	12	2	4,400	2,629	109.5	F	70	1	1,650	1,338	19.1	C	37	29	0.7%	8	0.5%	NO
SR 87	Taylor St	to Coleman Ave	SB	AM	66	2	4,400	3,070	23.3	C	67	1	1,650	618	9.2	A	38	30	0.7%	8	0.5%	NO
				PM	17	2	4,400	3,075	90.4	F	70	1	1,650	1,684	24.1	C	19	15	0.3%	4	0.2%	NO
SR 87	Coleman Ave	to Julian St	SB	AM	66	2	4,400	3,330	25.2	C	67	1	1,650	348	5.2	A	38	30	0.7%	8	0.5%	NO
				PM	16	2	4,400	2,995	93.6	F	70	1	1,650	1,614	23.1	C	19	15	0.3%	4	0.2%	NO
SR 87	Julian St	to I-280	SB	AM	67	2	4,400	2,430	18.3	C	67	1	1,650	418	6.2	A	38	30	0.7%	8	0.5%	NO
				PM	20	2	4,400	3,335	83.4	F	70	1	1,650	1,614	23.1	C	19	15	0.3%	4	0.2%	NO
US 101	Santa Clara St	to McKee Rd	NB	AM	21	3	6,900	5,115	81.2	F	18	1	1,650	1,612	89.5	F	7	5	0.1%	2	0.1%	NO
				PM	66	3	6,900	4,569	23.1	C	70	1	1,650	703	10.0	A	12	9	0.1%	3	0.2%	NO
US 101	McKee Rd	to Oakland Rd	NB	AM	13	3	6,900	3,982	102.1	F	23	1	1,650	1,750	76.1	F	2	2	0.0%	0	0.0%	NO
				PM	66	3	6,900	5,512	27.8	D	70	1	1,650	701	10.0	A	3	2	0.0%	1	0.0%	NO
US 101	Oakland Rd	to I-880	NB	AM	16	3	6,900	4,420	92.1	F	30	1	1,650	1,920	64.0	F	0	0	0.0%	0	0.0%	NO
				PM	66	3	6,900	4,560	23.0	C	70	1	1,650	1,190	17.0	B	0	0	0.0%	0	0.0%	NO
US 101	I-880	to Old Bayshore Hwy	NB	AM	11	3	6,900	3,700	112.1	F	24	1	1,650	1,780	74.2	F	0	0	0.0%	0	0.0%	NO
				PM	67	3	6,900	3,600	18.0	C	70	1	1,650	1,120	16.0	B	0	0	0.0%	0	0.0%	NO
US 101	Old Bayshore Hwy	to N. First St	NB	AM	10	3	6,900	3,450	115.0	F	22	1	1,650	1,740	79.1	F	0	0	0.0%	0	0.0%	NO
				PM	66	3	6,900	4,160	21.0	C	70	1	1,650	980	14.0	B	0	0	0.0%	0	0.0%	NO
US 101	N. First St	to Guadalupe Pkwy	NB	AM	21	3	6,900	5,040	80.0	F	16	1	1,650	1,480	92.5	F	0	0	0.0%	0	0.0%	NO
				PM	66	3	6,900	3,960	20.0	C	70	1	1,650	630	9.0	A	0	0	0.0%	0	0.0%	NO
US 101	Guadalupe Pkwy	to N. First St	SB	AM	66	3	6,900	3,960	20.0	C	67	1	1,650	410	6.1	A	0	0	0.0%	0	0.0%	NO
				PM	12	3	6,900	3,820	106.1	F	60	1	1,650	2,340	39.0	D	0	0	0.0%	0	0.0%	NO
US 101	N. First St	to Old Bayshore Hwy	SB	AM	66	3	6,900	3,770	19.0	C	67	1	1,650	540	8.1	A	0	0	0.0%	0	0.0%	NO
				PM	7	3	6,900	2,710	129.0	F	60	1	1,650	2,520	42.0	D	0	0	0.0%	0	0.0%	NO
US 101	Old Bayshore Hwy	to I-880	SB	AM	67	3	6,900	3,200	16.0	B	67	1	1,650	670	10.0	A	0	0	0.0%	0	0.0%	NO
				PM	10	3	6,900	3,540	118.0	F	40	1	1,650	2,400	60.0	F	0	0	0.0%	0	0.0%	NO
US 101	I-880	to Oakland Rd	SB	AM	66	3	6,900	3,770	19.0	C	67	1	1,650	340	5.1	A	0	0	0.0%	0	0.0%	NO
				PM	12	3	6,900	3,820	106.1	F	30	1	1,650	2,250	75.0	F	0	0	0.0%	0	0.0%	NO
US 101	Oakland Rd	to McKee Rd	SB	AM	66	3	6,900	4,162	21.0	C	67	1	1,650	541	8.1	A	3	2	0.0%	1	0.0%	NO
				PM	33	3	6,900	5,942	60.0	F	70	1	1,650	2,170	31.0	D	2	2	0.0%	0	0.0%	NO
US 101	McKee Rd	to Santa Clara St	SB	AM	67	3	6,900	3,610	18.1	C	67	1	1,650	473	7.1	A	13	10	0.1%	3	0.2%	NO
				PM	47	3	6,900	6,495	46.1	E	70	1	1,650	1,751	25.0	C	6	5	0.1%	1	0.1%	NO
I-880	Coleman Ave	to SR 87	NB	AM	15	3	6,900	4,333	96.3	F	--	--	--	--	--	--	13	13	0.2%	0	--	NO
				PM	54	3	6,900	6,675	41.2	D	--	--	--	--	--	--	25	25	0.4%	0	--	NO
I-880	SR 87	to N. 1st St	NB	AM	62	3	6,900	6,523	35.1	D	--	--	--	--	--	--	13	13	0.2%	0	--	NO
				PM	61	3	6,900	6,615	36.1	D	--	--	--	--	--	--	25	25	0.4%	0	--	NO
I-880	N. 1st St	to US 101	NB	AM	29	3	6,900	5,679	65.3	F	--	--	--	--	--	--	19	19	0.3%	0	--	NO
				PM	64	3	6,900	6,159	32.1	D	--	--	--	--	--	--	9	9	0.1%	0	--	NO
I-880	US 101	to E. Brokaw Rd	NB	AM	33	3	6,900	5,978	60.4	F	--	--	--	--	--	--	38	38	0.6%	0	--	NO
				PM	36	3	6,900	6,069	56.2	E	--	--	--	--	--	--	19	19	0.3%	0	--	NO
I-880	E. Brokaw Rd	to US 101	SB	AM	64	3	6,900	6,170	32.1	D	--	--	--	--	--	--	20	20	0.3%	0	--	NO
				PM	31	3	6,900	5,897	63.4	F	--	--	--	--	--	--	37	37	0.5%	0	--	NO
I-880	US 101	to N. 1st St	SB	AM	66	3	6,900	5,316	26.8	D	--	--	--	--	--	--	6	6	0.1%	0	--	NO
				PM	36	3	6,900	6,171	57.1	E	--	--	--	--	--	--	11	11	0.2%	0	--	NO
I-880	N. 1st St	to SR 87	SB	AM	59	3	6,900	6,576	37.2	D	--	--	--	--	--	--	26	26	0.4%	0	--	NO
				PM	21	3	6,900	5,122	81.3	F	--	--	--	--	--	--	12	12	0.2%	0	--	NO
I-880	SR 87	to Coleman Ave	SB	AM	65	3	6,900	6,076	31.2	D	--	--	--	--	--	--	26	26	0.4%	0	--	NO
				PM	17	3	6,900	4,602	90.2	F	--	--	--	--	--	--	12	12	0.2%	0	--	NO
/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2012.																						

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2012.

1.

Introduction

This report presents the results of the Transportation Impact Analysis (TIA) prepared for the proposed mixed-use development on the former Corporation Yard site in the Japantown area of San Jose, California. The 5.23-acre vacant site is bordered by Taylor Street on the north, North Seventh Street on the east, Jackson Street on the south, and North Sixth Street on the west. The project as proposed would consist of constructing up to 600 condominium units, up to 25,000 square feet (s.f.) of retail space, and up to 60,000 s.f. of community amenity space. The community amenity space would include Taiko drumming facilities, office space, TV studio space, rehearsal studios, community meeting rooms and conference space. A multi-level parking garage will provide on-site parking for the project, with access provided via Seventh Street. Figure 1 shows the study area and project site location.

Scope of Study

This study was conducted for the purpose of identifying potential traffic impacts related to the proposed development. The impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose. An analysis according to the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) guidelines also was prepared, since the project would generate more than 100 peak hour gross vehicle trips. The study determined the traffic impacts of the project on twenty-two (22) signalized intersections, one (1) unsignalized intersection, and fifteen (15) freeway segments in the vicinity of the project site during the weekday AM and PM peak periods of traffic. The list of intersections and freeway segments identified below were selected to study in order to be consistent with the previous 2008 TIA prepared for the site.

Study Intersections

1. SR 87 and Taylor Street (CMP)
2. San Pedro Street and Taylor Street
3. North First Street and I-880 Southbound Ramps (CMP)
4. North First Street and I-880 Northbound Ramps (CMP)
5. North First Street and Hedding Street
6. North First Street and Taylor Street (Protected)
7. North First Street and Jackson Street
8. North Fourth Street and Hedding Street (Protected)
9. North Fourth Street and Taylor Street
10. North Fourth Street and Jackson Street (Protected)
11. North Seventh Street and Hedding Street
12. North Seventh Street and Taylor Street
13. North Tenth Street and Hedding Street (Protected)
14. North Tenth Street and Taylor Street (Protected)
15. North Tenth Street and Jackson Street



Figure 1
Site Location and Study Intersections

16. North Eleventh Street and Hedding Street
17. North Eleventh Street and Taylor Street (Protected)
18. North Eleventh Street and Jackson Street
19. Old Oakland Road and US 101 Northbound Ramps (CMP)
20. Old Oakland Road and US 101 Southbound Ramps (CMP)
21. North Thirteenth Street and Hedding Street
22. North Thirteenth Street and Taylor Street
23. North Sixth Street and Taylor Street (unsignalized)

Study Freeway Segments

1. SR 87, from I-280 to Julian Street
2. SR 87, from Julian Street to Coleman Avenue
3. SR 87, from Coleman Avenue to Taylor Street
4. SR 87, from Taylor Street to Skyport Drive
5. SR 87, from Skyport Drive to US 101
6. US 101, from Santa Clara Street to McKee Road
7. US 101, from McKee Road to Oakland Road
8. US 101, from Oakland Road to I-880
9. US 101, from I-880 to Old Bayshore Highway
10. US 101, from Old Bayshore Highway to North First Street
11. US 101, from North First Street to SR 87
12. I-880, from Coleman Avenue to SR 87
13. I-880, from SR 87 to North First Street
14. I-880, from North First Street to US 101
15. I-880, from US 101 to Brokaw Road

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the PM peak hour of traffic is typically between 4:00 and 6:00 PM. It is during these periods on an average weekday that the most congested traffic conditions occur.

Traffic conditions were evaluated for the following scenarios:

- Scenario 1:** *Existing Conditions.* Existing traffic volumes were obtained from the City of San Jose, the 2012 CMP count database, and new 2013 manual turning-movement counts. The new counts have been reviewed and approved by the City of San Jose Department of Transportation (DOT) for use in this traffic study. The new count data are included in Appendix A.
- Scenario 2:** *Existing Plus Project Conditions.* Existing plus project peak hour traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on existing traffic conditions.
- Scenario 3:** *Background Conditions.* Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI).
- Scenario 4:** *Background Plus Project Conditions.* Projected near-term peak hour traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts according to the City of San Jose Level of Service Policy.
- Scenario 5:** *Cumulative Conditions.* Cumulative traffic conditions were calculated by adding the traffic generated by pending developments to background plus project conditions. The traffic generated by pending developments was provided by the City of San Jose. This traffic scenario was evaluated in order to fulfill the CEQA and CMP requirements.

Protected Intersection Policy

Six of the intersections that are analyzed in this study are identified as Protected Intersections in the City's Transportation Level of Service (LOS) Policy, Council Policy 5-3. Protected Intersections consist of locations (there are a total of 25) that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect on other transportation facilities (such as pedestrian, bicycle, transit systems, etc.). Protected Intersections are, therefore, not required to maintain a Level of Service D, which is the City of San Jose standard. The deficiencies at all 25 Protected Intersections in the City of San Jose have been disclosed and overridden in previous EIRs.

If a development project has significant traffic impacts at a designated Protected Intersection, the project may be approved if offsetting Transportation System Improvements are provided. The offsetting improvements are intended to provide other transportation benefits for the community adjacent to the traffic impact. The improvements may include enhancements to pedestrian, bicycle, and transit facilities, as well as neighborhood traffic calming measures and other roadway improvements.

The City will identify the specific offsetting improvements, which should be agreed upon by the community. Priority is given to improvements identified in previously adopted plans such as area-wide specific or master plans, redevelopment plans, or plans prepared through the Strong Neighborhoods Initiative. Community outreach should occur in conjunction with the project review and approval process. Once the specific improvements have been identified, the developer must submit improvement plans to the City of San Jose Department of Public Works for review and approval. The specific offsetting improvements proposed can be finalized during the subsequent planning permit stages and can be described in the Final EIR.

The LOS Policy has established a fee equal to \$2,000 per net peak hour project trip for one intersection impact and \$3,000 per net peak hour project trip for multiple intersection impacts, plus a 3.5 percent annual cost escalation adjustment, to fund alternative transportation improvements. For the purpose of determining the Protected Intersection LOS impact fee, net peak hour project trips are defined as the total number of peak hour trips generated by the project during the highest peak hour period after all appropriate trip credits have been applied. The value of the improvements should be equal to the established fees.

US 101/Oakland/Mabury Transportation Development Policy (TDP)

The City of San Jose has identified operational problems along the Oakland Road corridor at the US 101 interchange, which are due primarily to the capacity constraints of the interchange. The interchange's current configuration is inadequate to serve the vehicular demand due to it serving as the main gateway into the Oakland Road area and as the only route across US 101. As a result, the City has identified two key capital improvement projects: 1) modification of the US 101/Oakland Road interchange, including improvements to the Oakland Road/Commercial Street intersection, and 2) construction of a new US 101/Mabury Road interchange. Both interchange projects will create additional capacity for accessing and crossing US 101, which will be crucial to accommodate future growth in the vicinity, including the future BART station at the San Jose Flea Market site. To fund these necessary interchange improvements, the City has developed the US 101/Oakland/Mabury Transportation Development Policy (TDP).

The purpose of the US 101/Oakland/Mabury TDP is to provide additional needed freeway access capacity at the US 101/Oakland Road interchange in order to accommodate new mixed-use, commercial and residential development, and to provide incentives for new industrial development in the areas of San Jose generally surrounding the interchange that otherwise would not be possible due to existing capacity constraints. The result of the City Council's approval of the US 101/Oakland/Mabury TDP is a change to the normal sequence of events, allowing one or more projects to develop and generate traffic congestion in excess of the City's Level of Service Policy standard for a temporary period of time prior to construction of the required transportation improvements.

As part of the new Policy, a fee to fund the planned interchange improvements has been adopted. The fee is based on PM peak hour vehicle trips generated by a project. Any project that would add traffic to

the US 101/Oakland Road interchange is required to participate in the TDP program. The new TDP includes a fee schedule requiring all new developments to pay a “fair share” contribution for using a portion of the interchange capacity that would be created with buildout of the US 101/Oakland Road interchange and construction of a new US 101/Mabury Road interchange. Unlike most Area Development Policies that base their fees on the number of residential units or square footages built, the fee for the US 101/Oakland/ Mabury TDP is based on the number of PM peak hour vehicular trips that would be added to the US 101/Oakland Road interchange. The TDP traffic impact fee is \$32,595.15 per each new PM peak hour vehicle trip that would be added to the US 101/Oakland Road interchange. Projects are required to pay the traffic impact fee prior to Public Works clearance.

Study Methodology

This section describes the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

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

- existing traffic volumes
- approved project trips
- intersection lane configurations
- signal timing and phasing
- average speeds on freeway segments

Analysis Methodologies and Level of Service Standards

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

City of San Jose Intersections

The City of San Jose level of service methodology for signalized intersections is the 2000 *Highway Capacity Manual* (HCM) method. This method is applied using the TRAFFIX software. The 2000 HCM operations method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of San Jose methodology employs the CMP default values for the analysis parameters.

The proposed project is subject to the City's Transportation Level of Service Policy for areas outside the Downtown Core Area. The City of San Jose level of service standard for signalized intersections is LOS D or better. The correlation between average control delay and level of service is shown in Table 1.

CMP Intersections

The designated level of service methodology for the CMP also is the 2000 HCM operations method for signalized intersections, using TRAFFIX. The only difference in level of service standards is that in the City of San Jose the standard is LOS D or better, and the CMP level of service standard for signalized intersections is LOS E or better.

Table 1
Intersection Level of Service Definitions Based on Average Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p10-16.

Intersection Operations

The analysis of intersection level of service is often supplemented with an analysis of intersection operations for selected intersections where the project would add a significant number of left-turning vehicles. The operations analysis is based on vehicle queuing for high-demand turning-movements at intersections. Vehicle queues are estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-\lambda}}{n!}$$

where:

P (x=n) = probability of “n” vehicles in queue per lane

n = number of vehicles in the queue per lane

λ = Avg. # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at signalized intersections.

The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the “design queue length.”

Unsignalized Intersections

One of the study intersections is unsignalized: North Sixth Street and Taylor Street. The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *Manual on Uniform Traffic Control Devices (MUTCD 2010 Edition, Part 4)*. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other types of traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Freeway Segments

According to CMP guidelines, an analysis of freeway segment levels of service is required if a project is estimated to add trips to a freeway segment equal to or greater than one percent of the capacity of that segment. Since the number of project trips added to the freeways in the area is expected to be above the one percent threshold, a detailed analysis of freeway segment levels of service was performed. As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N \cdot S)$$

where:

D= density, in vehicles per mile per lane (vpmpl)

V= peak hour volume, in vehicles per hour (vph)

N= number of travel lanes

S= average travel speed, in miles per hour (mph)

The vehicle density on a freeway segment is correlated to level of service as shown in Table 2. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,800 vphpl was used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Report Organization

The remainder of this report is divided into seven chapters. Chapter 2 describes existing conditions including the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the intersection operations under existing plus project conditions and describes the method used to estimate project traffic. Chapter 4 presents the intersection operations under background conditions. Chapter 5 presents the intersection operations under background plus project conditions and describes the project's impact on the near-term transportation system. Chapter 6 describes non-level of service operational issues associated with the proposed project. Chapter 7 describes cumulative traffic conditions. Chapter 8 presents the conclusions of the traffic study.

Table 2
Freeway Level of Service Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	11.0 or less
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	11.1 to 18.0
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	18.1 to 26.0
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	26.1 to 46.0
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	46.1 to 58.0
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	greater than 58.0

Source: Santa Clara County 2004 CMP (Based on the *Highway Capacity Manual* (2000), Washington, D.C.).

2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities. Also included are the existing levels of service of the key intersections and freeway segments in the study area.

Existing Roadway Network

Regional access to the project site is provided by SR 87, US 101 and I-880. These facilities are described below.

SR 87 is primarily a six-lane freeway (four mixed-flow lanes and two HOV lanes) that is aligned in a north-south orientation within the project vicinity. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. Access to the project site to and from SR 87 is provided via a full interchange at Taylor Street.

US 101 is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the site. US 101 extends northward through San Francisco and southward through Gilroy. Access to and from the site is provided via interchanges at Julian Street/McKee Road, Oakland Road, Old Bayshore Highway, and SR 87.

I-880 is a six-lane freeway in the vicinity of the site. It extends northeast to Oakland and south to I-280 in San Jose, at which point it makes a transition into SR 17 to Santa Cruz. Access to the project study area is provided via its interchanges with Old Bayshore Highway, North First Street, and US 101.

Local access to the project site is provided via Hedding Street, Taylor Street, Jackson Street, Julian Street, St. James Street, North First Street, North Fourth Street, North Sixth Street, North Seventh Street, North Tenth Street, North Eleventh Street, and North Thirteenth Street/Oakland Road.

Hedding Street is a four-lane, east-west arterial that begins at Winchester Boulevard as a transition from Pruneridge Avenue. Hedding extends eastward to US 101, where it changes designation to Berryessa Road. Hedding Street provides access to the project site via North Sixth and Seventh Streets.

Taylor Street is a two-lane, east-west arterial that begins at The Alameda as a transition from Naglee Avenue and extends eastward into east San Jose. Taylor Street changes designation to Mabury Road at the US 101 overcrossing. Taylor Street provides full access to SR 87 and provides access to the project site via North Sixth and Seventh Streets.

Jackson Street is an east-west, two-lane street that extends eastward from North First Street, ultimately terminating at Watson Park. Jackson Street provides access to the project site via North Sixth and Seventh Streets.

Julian Street is primarily a one-way westbound two-lane arterial within the downtown area. West and east of the downtown core at SR 87 and at 19th Street, respectively, Julian Street is generally a two-way, two-lane facility. Julian Street provides full access to US 101 and provides access to the project site via North Sixth and Seventh Streets.

St. James Street is exclusively a one-way eastbound two-lane arterial within the downtown area that extends from SR 87 to 19th Street. St. James Street provides access to the site via North Sixth and Seventh Streets.

North First Street is a two- to four-lane divided arterial with a raised center median, upon which the Guadalupe Corridor Light Rail Transit line operates. South First Street begins at Alma Avenue as a transition from Monterey Road, and extends northward where it turns into North First Street at Santa Clara Street. North First Street extends into North San Jose where it terminates at Gold Street north of SR 237. North First Street provides full access to I-880 and provides access to the project site via Hedding and Taylor Streets.

North Fourth Street is a north-south, four-lane divided arterial north of Jackson Street. South of Jackson, North Fourth Street is a one-way arterial with three-lanes. North Fourth Street begins at Old Bayshore Highway and extends southward, terminating at I-280 as South First Street. North Fourth Street provides access to the site via Taylor and Jackson Streets.

North Sixth Street is a north-south, two-lane street within the project area. North Sixth Street begins at Santa Clara Street and extends northward, terminating just north of Younger Avenue. North Sixth Street provides direct access to the project site.

North Seventh Street is a north-south, two-lane street within the project area. North Seventh Street begins at Santa Clara Street and extends northward to Commercial Street. South of Santa Clara Street it becomes South Seventh Street and extends to Tully Road, although no connection exists between San Salvador and San Fernando Streets (at the SJSU campus). North Seventh Street provides direct access to the project site.

North Tenth Street is a one-way, three-lane southbound street between Hedding Street and Keyes Street. North of Hedding Street, North Tenth Street becomes a two-way four-lane arterial up to its termination point at I-880. South of Santa Clara Street it becomes South Tenth Street. South of Keyes Street the roadway becomes a two-way four-lane roadway to its termination point at Tully Road. North Tenth Street provides access to the project site via Taylor and Jackson Streets.

North Eleventh Street is a north-south three-lane street that runs from Keyes Street to Hedding Street. North Eleventh Street is one-way in the northbound direction. North Eleventh Street provides access to the project site via Taylor and Jackson Streets.

Thirteenth Street is generally a north-south two-lane collector that extends from Margaret Street in downtown San Jose to Hedding Street, where it changes designation to Oakland Road. The North/South designation of Thirteenth Street changes at Santa Clara Street.

Oakland Road is a north-south arterial that begins at Hedding Street in the south as a transition from North Thirteenth Street, and continues to Montague Expressway where it becomes South Main Street in the north. North of US 101, Oakland Road is primarily a two lane roadway with a two-way center left-turn lane. South of US 101, Oakland Road is a four lane arterial until its intersection with Hedding Street, where it becomes a two lane roadway. Oakland Road has a full interchange with US 101.

Existing Bicycle and Pedestrian Facilities

Pedestrian facilities consist mostly of sidewalks along the streets in the immediate vicinity of the project site. Crosswalks with pedestrian signal heads and push buttons are located at all of the signalized intersections in the study area. Although the network of sidewalks in the study area is extensive, sidewalks do not exist on the east side of North Seventh Street between Taylor Street and Jackson Street. Overall, the existing network of sidewalks has good connectivity and provides pedestrians with safe routes to the surrounding land uses and transit services in the area.

Class II bicycle facilities (striped bike lanes) exist in the vicinity of the project site (see Figure 2). Bike lanes are provided along Hedding Street, Taylor Street west of North First Street, Empire Street, North Third and Fourth Streets south of Jackson Street, North Seventh Street north of Hedding Street and south of Empire Street, and along North Tenth and North Eleventh Streets. North Seventh Street between Hedding Street and Empire Street is an identified bike route. The project site is located within approximately one-half mile of both the Japantown/Ayer LRT station and the Civic Center LRT station, and bicycles are permitted on LRT trains.

Taylor Street provides a direct connection to the Guadalupe River trail system, approximately $\frac{3}{4}$ of a mile west of the project site at Guadalupe Gardens. The Guadalupe River trail system is an 11-mile paved trail that runs through the City of San Jose along the Guadalupe River and is shared with pedestrians and separated from motor vehicle traffic. The Guadalupe River trail is a continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north.

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority (VTA) and are described below. The local bus lines and Light Rail Transit (LRT) stations that serve the project study area are shown on Figure 3.

VTA Bus Service

The VTA bus lines that operate within the study area are listed in Table 3, including their terminus points and commute hour headways. Local Routes 12, 61 and 62 run along Taylor Street adjacent to the project site and stop at North Seventh Street. The 12 line provides limited weekend service only between the Eastridge Transit Center and the San Jose Civic Center, with 30-minute headways all day.

Table 3
Existing Weekday VTA Bus Service

Bus Route	Route Description	Weekday Hours of Operation	Headway During Commute Periods
Local Route 61 *	Good Samaritan Hospital to Sierra & Piedmont via Bascom	6:00am - 10:00pm	30 - 35 min
Local Route 62 *	Good Samaritan Hospital to Sierra & Piedmont via Union	5:30am - 11:00pm	30 - 35 min
Local Route 65	Kooser Rd/Meridian Av to 13th St/Hedding St	6:00am - 7:30pm	40 - 50 min
Local Route 66 *	Kaiser San Jose to Milpitas/Dixon Road via Downtown SJ	5:00am - Midnight	15 min
Express Route 181 *	Fremont BART Station to San Jose Diridon Transit Center	5:30am - 12:40am	15 min
Notes: * These local bus routes serve the Civic Center LRT station.			

VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale, as well as Campbell. The service operates nearly 24-hours a day with 15-minute headways during the peak commute periods of the day.



Figure 2
Existing Bicycle Facilities



Figure 3
Existing Transit Services

The project site is located within approximately one-half mile of both the Japantown/Ayer and Civic Center LRT stations. Weekday LRT service at these stations is provided from approximately 4:45 AM to 12:45 AM the following morning, with 15-minute headways between about 4:45 AM and 10:30 AM, and again between about 2:00 PM and 9:00 PM. LRT trains stop at this station every 30 minutes the remainder of the weekday. Weekend LRT service at these stations is provided from about 6:20 AM to 12:40 AM the next morning, with 30-minute headways all day.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were confirmed by observations in the field and are shown on Figure 4.

Existing Traffic Volumes

Existing traffic volumes are obtained from the City of San Jose whenever possible. VTA provides existing PM peak hour traffic volumes for CMP-designated intersections. If the available count data are more than approximately two years old, new manual turning-movement counts typically are conducted at non-CMP intersections in order to adequately document existing field conditions at the time the traffic study is being prepared. The new traffic counts are compared against historical count data for consistency and accuracy and incorporated into the City's traffic volume database, if approved by the City. The purpose of the database is to provide consistent traffic volumes within similar timeframes and areas for all projects requiring traffic analysis. This ensures the base traffic conditions are the same for all projects. If conditions arise that cause the new count data to be inconsistent with the City's historical database due to field conditions or economic variability, the City may decide to use previous count data that reflect more typical traffic conditions.

For the purpose of this traffic study, existing weekday AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak-hour traffic volumes were obtained from the City of San Jose and CMP traffic count databases and supplemented with new 2013 manual turning-movement counts. All new count data used in this traffic study have been reviewed and approved by the City of San Jose.

Existing peak-hour traffic volumes are shown on Figure 5. New count data are included in Appendix A.

Existing Intersection Levels of Service

Intersection levels of service were evaluated against City of San Jose and CMP standards. The results of the intersection level of service analysis under existing conditions are summarized in Table 4.

City of San Jose Intersection Analysis

The results of the level of service analysis show that, measured against the City of San Jose level of service policy, all but one of the study intersections currently operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic. The CMP intersection of Old Oakland Road/US 101 Northbound Ramps currently operates at LOS E during the AM peak hour of traffic.

CMP Intersection Analysis

The results of the level of service analysis show that, measured against the CMP standards, all of the study CMP intersections currently operate at an acceptable level of service (LOS E or better) during the AM and PM peak hours of traffic.

The intersection level of service calculation sheets are included in Appendix D.



1 Taylor St HWY 87	2 Taylor St San Pedro St	3 Driveway N First St 880 SB Ramp	4 880 NB Ramp N First St
5 Hedding St N First St	6 Taylor St N First St	7 Jackson St N First St	8 Hedding St N Fourth St

Figure 4
Existing Lane Configurations

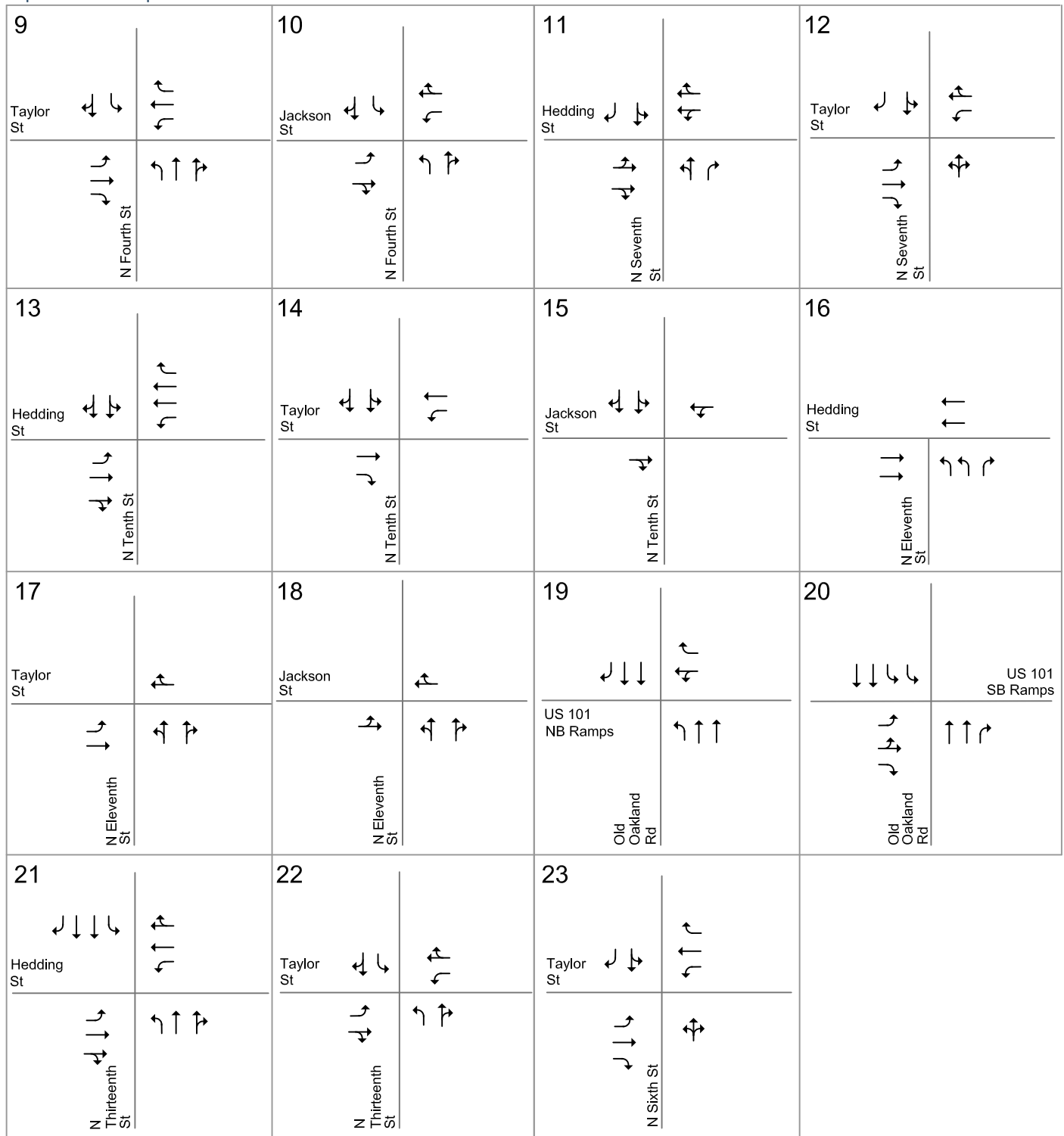


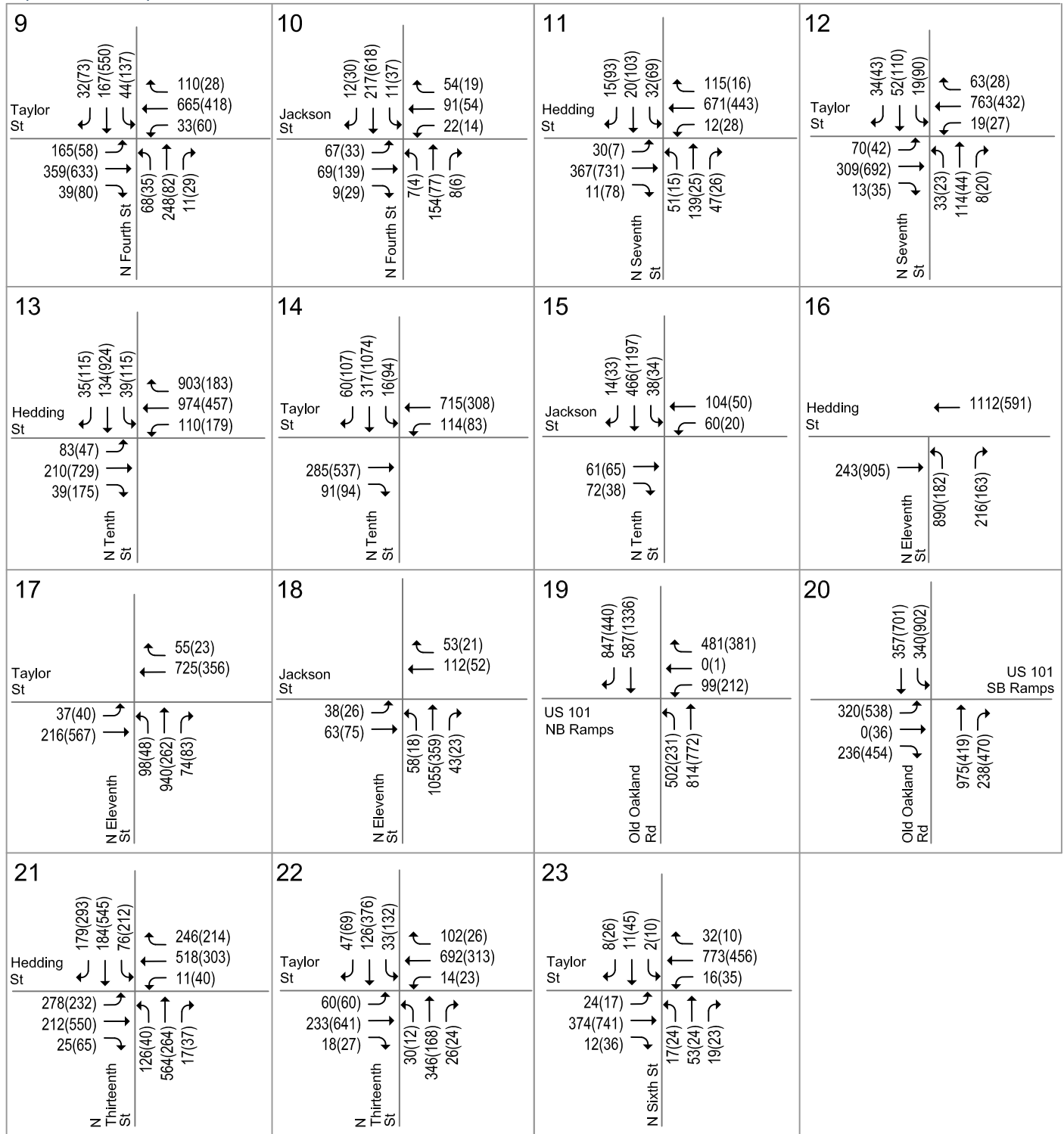
Figure 4
Existing Lane Configurations



1 Taylor St 23(265) 59(97) 46(119) 287(424) 445(693) 102(143) 355(408) 171(651) HWY 87 194(549) 915(687)	2 Taylor St 151(389) 6(47) 46(15) 794(692) 13(23) 700(228) 803(871) 68(120) San Pedro St 110(145) 30(18) 12(17)	3 Driveway 0(2) 541(1350) 307(188) 5(5) 491(453) 880 NB Ramp 22(42) N First St 932(488) 234(216) 880 SB Ramp	4 880 NB Ramp 112(258) 626(1028) 36(71) 181(139) 400(240) 55(88) 80(109) N First St 1121(904) 5(16)
5 Hedding St 113(225) 332(712) 52(164) 104(52) 420(359) 27(74) 119(103) 164(494) 40(47) N First St 90(28) 764(501) 28(77)	6 Taylor St 122(183) 193(397) 36(160) 53(39) 589(452) 19(13) 263(177) 447(618) 53(87) N First St 118(74) 439(204) 10(18)	7 Jackson St 6(2) 160(379) 55(167) 228(87) 70(41) 0(1) N First St 368(200) 9(26)	8 Hedding St 14(60) 94(610) 46(193) 152(37) 556(421) 48(72) 21(28) 188(612) 29(89) N Fourth St 46(39) 486(103) 34(36)

Figure 5
Existing Traffic Volumes

Japantown Corp Yard



LEGEND

XX(XX) = AM(PM) Peak Hour Volumes

Figure 5
Existing Traffic Volumes

Table 4
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Avg. Delay (sec)	LOS
1	SR 87 & Taylor St *	AM	04/04/12	21.2	C
		PM	09/10/13	29.0	C
2	San Pedro St & Taylor St	AM	09/10/13	32.1	C
		PM	09/10/13	31.0	C
3	N. First St & I-880 SB Ramps *	AM	10/10/12	26.8	C
		PM	09/12/12	25.1	C
4	N. First St & I-880 NB Ramps *	AM	10/10/12	19.7	B
		PM	09/12/12	17.6	B
5	N. First St & Hedding St	AM	09/10/13	35.8	D
		PM	09/10/13	34.8	C
6	N. First St & Taylor St (SJP)	AM	09/10/13	41.6	D
		PM	09/10/13	51.2	D
7	N. First St & Jackson St	AM	09/10/13	35.8	D
		PM	09/10/13	30.2	C
8	N. Fourth St & Hedding St (SJP)	AM	09/10/13	35.7	D
		PM	09/10/13	38.7	D
9	N. Fourth St & Taylor St	AM	09/10/13	31.1	C
		PM	09/10/13	32.7	C
10	N. Fourth St & Jackson St (SJP)	AM	09/10/13	30.0	C
		PM	09/10/13	24.1	C
11	N. Seventh St & Hedding St	AM	09/10/13	13.9	B
		PM	09/10/13	11.5	B
12	N. Seventh St & Taylor St	AM	09/10/13	12.0	B
		PM	09/10/13	14.6	B
13	N. Tenth St & Hedding St (SJP)	AM	10/04/12	14.5	B
		PM	10/04/12	29.6	C
14	N. Tenth St & Taylor St (SJP)	AM	10/17/12	9.6	A
		PM	10/04/12	19.7	B
15	N. Tenth St & Jackson St	AM	10/17/12	10.9	B
		PM	10/04/12	6.3	A
16	N. Eleventh St & Hedding St	AM	10/04/12	22.8	C
		PM	10/04/12	11.0	B
17	N. Eleventh St & Taylor St (SJP)	AM	10/04/12	19.9	B
		PM	10/04/12	13.3	B
18	N. Eleventh St & Jackson St	AM	10/17/12	8.2	A
		PM	10/04/12	10.8	B
19	Old Oakland Rd & US 101 NB Ramps *	AM	10/10/12	73.0	E
		PM	09/12/12	21.7	C
20	Old Oakland Rd & US 101 SB Ramps *	AM	10/10/12	26.6	C
		PM	09/12/12	31.9	C
21	N. Thirteenth St & Hedding St	AM	09/10/13	42.3	D
		PM	09/10/13	42.3	D
22	N. Thirteenth St & Taylor St	AM	09/10/13	14.5	B
		PM	09/10/13	14.6	B

Notes:
 * denotes a CMP intersection
 (SJP) denotes a City of San Jose Protected intersection

Existing Freeway Segment Levels of Service

Traffic volumes for the study freeway segments were obtained from the 2012 CMP Annual Monitoring Report, which contains the most recent data collected for freeway segments located in Santa Clara County. The results of the analysis are summarized in Table 5. The results show that the following freeway segments currently operate at an unacceptable LOS F during at least one of the peak hours of traffic as indicated below:

- SR 87, northbound between Julian Street and Coleman Avenue – AM peak hour
- SR 87, northbound between Coleman Avenue and Taylor Street – AM peak hour
- SR 87, northbound between Skyport Drive and US 101 – AM peak hour
- SR 87, southbound between US 101 and Skyport Drive – PM peak hour
- SR 87, southbound between Skyport Drive and Taylor Street – PM peak hour
- SR 87, southbound between Taylor Street and Coleman Avenue – PM peak hour
- SR 87, southbound between Coleman Avenue and Julian Street – PM peak hour
- SR 87, southbound between Julian Street and I-280 – PM peak hour
- US 101, northbound between Santa Clara Street and McKee Road – AM peak hour
- US 101, northbound between McKee Road and Oakland Road – AM peak hour
- US 101, northbound between Oakland Road and I-880 – AM peak hour
- US 101, northbound between I-880 and Old Bayshore Highway – AM peak hour
- US 101, northbound between Old Bayshore Highway and North First Street – AM peak hour
- US 101, northbound between North First Street and SR 87 – AM peak hour
- US 101, southbound between SR 87 and North First Street – PM peak hour
- US 101, southbound between North First Street and Old Bayshore Highway – PM peak hour
- US 101, southbound between Old Bayshore Highway and I-880 – PM peak hour
- US 101, southbound between I-880 and Oakland Road – PM peak hour
- US 101, southbound between Oakland Road and McKee Road – PM peak hour
- I-880, northbound between Coleman Avenue and SR 87 – AM peak hour
- I-880, northbound between North First Street and US 101 – AM peak hour
- I-880, northbound between US 101 and Brokaw Road – AM peak hour
- I-880, southbound between Brokaw Road and US 101 – PM peak hour
- I-880, southbound between North First Street and SR 87 – PM peak hour
- I-880, southbound between SR 87 and Coleman Avenue – PM peak hour

Observed Existing Traffic Conditions

Traffic conditions were observed in the field to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to level of service, and (2) to identify any locations where the level of service analysis does not accurately reflect actual existing traffic conditions.

AM and PM field observations revealed that overall the study intersections operate well, and the level of service calculations accurately reflect existing conditions. However, field observations revealed that some minor operational problems currently occur that may not be reflected in the intersection level of service calculations, as indicated below.

SR 87 and Taylor Street

During the AM peak hour, the westbound left-turn movement from Taylor Street onto southbound SR 87 occasionally spills out of the left-turn pocket. As a result, it occasionally requires two signal cycles for all westbound left-turning vehicles to clear the intersection. Eastbound through traffic on Taylor Street received heavy volume from the SR 87 northbound off-ramp, and vehicle queues occasionally extend back to the off-ramp.

During the PM peak hour, the on-ramp to southbound SR 87 is metered. As a result of vehicle stacking on the on-ramp, vehicles turning left onto southbound SR 87 from westbound Taylor Street consistently block eastbound through traffic on Taylor Street. However, this situation does not last long and eastbound traffic on Taylor Street is able to clear the intersection in one signal cycle.

Table 5
Existing Freeway Segment Levels of Service

Freeway	Segment	Direction	Peak Hour	Mixed-Flow Lanes						HOV Lane				
				Avg. Speed/a/	# of Lanes	Volume/a/	Density	LOS		Avg. Speed/a/	# of Lanes	Volume/a/	Density	LOS
SR 87	I-280	to Julian St	NB	AM 41	2	4,190	51.1	E		66	1	1,460	22.1	C
			PM	67	2	2,000	15.0	B		70	1	560	8.0	A
SR 87	Julian St	to Coleman Ave	NB	AM 13	2	2,710	104.2	F		66	1	1,850	28.0	D
			PM	66	2	2,780	21.1	C		70	1	350	5.0	A
SR 87	Coleman Ave	to Taylor St	NB	AM 32	2	3,970	62.0	F		66	1	1,590	24.1	C
			PM	66	2	2,510	19.0	C		70	1	490	7.0	A
SR 87	Taylor St	to Skyport Dr	NB	AM 54	2	4,430	41.0	D		66	1	1,520	23.0	C
			PM	67	2	1,870	14.1	B		70	1	210	3.0	A
SR 87	Skyport Dr	to US 101	NB	AM 7	2	1,880	134.3	F		32	1	1,960	61.3	F
			PM	66	2	3,170	24.0	C		70	1	350	5.0	A
SR 87	US 101	to Skyport Dr	SB	AM 66	2	2,640	20.0	C		67	1	410	6.1	A
			PM	6	2	1,640	136.7	F		70	1	1,260	18.0	B
SR 87	Skyport Dr	to Taylor St	SB	AM 67	2	2,270	16.9	B		67	1	140	2.1	A
			PM	12	2	2,600	108.3	F		70	1	1,330	19.0	C
SR 87	Taylor St	to Coleman Ave	SB	AM 66	2	3,040	23.0	C		67	1	610	9.1	A
			PM	17	2	3,060	90.0	F		70	1	1,680	24.0	C
SR 87	Coleman Ave	to Julian St	SB	AM 66	2	3,300	25.0	C		67	1	340	5.1	A
			PM	16	2	2,980	93.1	F		70	1	1,610	23.0	C
SR 87	Julian St	to I-280	SB	AM 67	2	2,400	18.0	C		67	1	410	6.1	A
			PM	20	2	3,320	83.0	F		70	1	1,610	23.0	C
US 101	Santa Clara St	to McKee Rd	NB	AM 21	3	5,110	81.1	F		18	1	1,610	89.4	F
			PM	66	3	4,560	23.0	C		70	1	700	10.0	A
US 101	McKee Rd	to Oakland Rd	NB	AM 13	3	3,980	102.1	F		23	1	1,750	76.1	F
			PM	66	3	5,510	27.8	D		70	1	700	10.0	A
US 101	Oakland Rd	to I-880	NB	AM 16	3	4,420	92.1	F		30	1	1,920	64.0	F
			PM	66	3	4,560	23.0	C		70	1	1,190	17.0	B
US 101	I-880	to Old Bayshore Hwy	NB	AM 11	3	3,700	112.1	F		24	1	1,780	74.2	F
			PM	67	3	3,600	18.0	C		70	1	1,120	16.0	B
US 101	Old Bayshore Hwy	to N. First St	NB	AM 10	3	3,450	115.0	F		22	1	1,740	79.1	F
			PM	66	3	4,160	21.0	C		70	1	980	14.0	B
US 101	N. First St	to Guadalupe Pkwy	NB	AM 21	3	5,040	80.0	F		16	1	1,480	92.5	F
			PM	66	3	3,960	20.0	C		70	1	630	9.0	A
US 101	Guadalupe Pkwy	to N. First St	SB	AM 66	3	3,960	20.0	C		67	1	410	6.1	A
			PM	12	3	3,820	106.1	F		60	1	2,340	39.0	D
US 101	N. First St	to Old Bayshore Hwy	SB	AM 66	3	3,770	19.0	C		67	1	540	8.1	A
			PM	7	3	2,710	129.0	F		60	1	2,520	42.0	D
US 101	Old Bayshore Hwy	to I-880	SB	AM 67	3	3,200	16.0	B		67	1	670	10.0	A
			PM	10	3	3,540	118.0	F		40	1	2,400	60.0	F
US 101	I-880	to Oakland Rd	SB	AM 66	3	3,770	19.0	C		67	1	340	5.1	A
			PM	12	3	3,820	106.1	F		30	1	2,250	75.0	F
US 101	Oakland Rd	to McKee Rd	SB	AM 66	3	4,160	21.0	C		67	1	540	8.1	A
			PM	33	3	5,940	60.0	F		70	1	2,170	31.0	D
US 101	McKee Rd	to Santa Clara St	SB	AM 67	3	3,600	18.0	C		67	1	470	7.0	A
			PM	47	3	6,490	46.0	E		70	1	1,750	25.0	C
I-880	Coleman Ave	to SR 87	NB	AM 15	3	4,320	96.0	F		--	--	--	--	--
			PM	54	3	6,650	41.0	D		--	--	--	--	--
I-880	SR 87	to N. 1st St	NB	AM 62	3	6,510	35.0	D		--	--	--	--	--
			PM	61	3	6,590	36.0	D		--	--	--	--	--
I-880	N. 1st St	to US 101	NB	AM 29	3	5,660	65.1	F		--	--	--	--	--
			PM	64	3	6,150	32.0	D		--	--	--	--	--
I-880	US 101	to E. Brokaw Rd	NB	AM 33	3	5,940	60.0	F		--	--	--	--	--
			PM	36	3	6,050	56.0	E		--	--	--	--	--
I-880	E. Brokaw Rd	to US 101	SB	AM 64	3	6,150	32.0	D		--	--	--	--	--
			PM	31	3	5,860	63.0	F		--	--	--	--	--
I-880	US 101	to N. 1st St	SB	AM 66	3	5,310	26.8	D		--	--	--	--	--
			PM	36	3	6,160	57.0	E		--	--	--	--	--
I-880	N. 1st St	to SR 87	SB	AM 59	3	6,550	37.0	D		--	--	--	--	--
			PM	21	3	5,110	81.1	F		--	--	--	--	--
I-880	SR 87	to Coleman Ave	SB	AM 65	3	6,050	31.0	D		--	--	--	--	--
			PM	17	3	4,590	90.0	F		--	--	--	--	--

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2012.

North First Street and I-880 Ramps

During the AM peak hour, northbound North First Street experiences relatively heavy traffic volume. Northbound left-turn traffic at the intersection of North First Street and East Rosemary Street occasionally spills out of the left-turn pocket and momentarily blocks the I-880 southbound off-ramp.

During the PM peak hour, long southbound vehicle queues occasionally develop on North First Street at the southbound ramps due to the metered I-880 on-ramp.

North First Street experiences relatively heavy volumes in the northbound direction during the AM peak hour, but all of the northbound vehicles clear the I-880 intersections in one signal cycle.

North First Street and Hedding Street

During the AM peak hour, westbound through traffic on Hedding Street consistently queues past North Fourth Street, but the queue clears in one signal cycle. The eastbound left-turn pocket consistently fills and occasionally spills out of the turn pocket, but also clears in one signal cycle.

During the PM peak hour, eastbound Hedding Street experiences heavy traffic volume and the eastbound left-turn pocket consistently overflows and blocks through traffic. Heavy southbound traffic on First Street results in long vehicle queues that frequently extend well past Younger Avenue due to delays at Taylor Street.

Delays due to the LRT on North First Street occasionally occur during the AM peak hour. Also during the AM peak hour the eastbound approach has heavy volumes, but all vehicles clear the intersection in one signal cycle.

North First Street and Taylor Street

During the AM peak hour, eastbound traffic consistently backs up past San Pedro Street. As a result, it often takes two signal cycles for all of the queued eastbound vehicles to clear the intersection. Westbound through traffic on Taylor Street consistently queues past North Third Street and requires two signal cycles for all vehicles to clear the intersection. There is an imbalance in lane usage on westbound Taylor Street. The curb lane (right lane) develops significantly lengthier queues than the inside lane (left lane) because the curb lane ultimately feeds the on-ramp to northbound SR 87.

During the PM peak hour, eastbound traffic consistently queues past San Pedro Street, causing a backup on the SR 87 northbound off-ramp. Queues often require two signal cycles to clear. The southbound left-turn vehicle queue frequently extends out of the turn pocket in the PM, blocking the single through traffic lane. In addition, much of the traffic in the southbound through lane turns right onto westbound Taylor Street towards SR 87. This further impedes the southbound traffic flow. As a result, southbound through traffic consistently queues past Hedding Street and requires at least two signal cycles to clear.

North Fourth Street and Hedding Street

During the AM peak hour, westbound through traffic occasionally blocks the intersection due to delays at North First Street and Hedding Street, but all vehicles typically clear the intersection in one signal cycle.

During the PM peak hour, the eastbound vehicle queues are lengthy and occasionally block the intersection, but all vehicles typically clear the intersection in one signal cycle.

North Fourth Street and Taylor Street

During the AM peak hour, westbound through traffic on Taylor Street consistently queues past North Fifth Street. As a result, the northbound left-turn movement at North Fifth Street and Taylor Street is blocked at times. Additional delays occur on westbound Taylor Street when buses are stopped at this intersection.

During the PM peak hour, long eastbound vehicle queues frequently develop due to heavy eastbound traffic volume. The vehicle queues frequently extend past North Third Street. The southbound left-turn

vehicle queues occasionally spill out of the turn pocket, but all vehicles typically clear the intersection in one signal cycle.

North Tenth Street and Hedding Street

During the PM peak hour, the eastbound vehicle queues on Hedding Street frequently back up to North Fourth Street. As a result, it takes two signal cycles for all vehicles to clear the intersections along Hedding Street.

North Eleventh Street and Hedding Street

During the PM peak hour, the eastbound vehicle queues on Hedding Street frequently back up to North Fourth Street. When this occurs, it takes two signal cycles for all vehicles to clear the intersections along Hedding Street.

North Thirteenth Street and Hedding Street

During the AM peak hour, westbound through traffic on Hedding Street consistently queues past North 17th Street and requires two signal cycles to clear the intersection. Eastbound left-turn traffic occasionally spills out of the left-turn pocket but all vehicles clear in one signal cycle.

During the PM peak hour, the eastbound left-turn vehicle queues frequently spill out of the left-turn pocket. As a result, it often takes two signal cycles for all vehicles to clear the intersection.

Oakland Road and US 101 Ramps

Observations show that vehicle queues for every movement at the US 101 interchange with Oakland Road are lengthy and extend out of the existing storage pockets during both the AM and PM peak hours. Not all vehicles clear during their allotted green times. The problems at the interchange are due to the physical constraints (close intersection spacing and inadequate capacity) of the interchange to serve the large demand. The vehicle queues also affect Oakland Road/Commercial Street intersection operations, since these intersections are so close together.

During the AM peak hour, northbound Oakland Road experiences heavy traffic volume and long vehicle queues, due in large part to the high left-turn movement demand onto northbound US 101. Intersections on the overpass experience a relatively high volume of truck traffic. Their wide turn requirements and slower speeds impede the normal flow of traffic at these intersections. Northbound left-turn vehicle queues at the intersection of Commercial Street and Oakland Road occasionally spill out of the turn pocket, blocking through traffic. Since the southbound left-turn lane on Oakland Road at the south ramps feeds the on-ramp to southbound US 101, southbound vehicle queues frequently extend past Commercial Street.

During the PM peak hour, southbound Oakland Road experiences heavy traffic volume and long vehicle queues, due in large part to the high left-turn movement demand onto southbound US 101. Many of the turning movements at the interchange and at the Oakland Road/Commercial Street intersection require two signal cycles for all vehicles to clear. Left-turn traffic from westbound Commercial Street onto southbound Oakland Road consistently blocks the intersection due to delays at the US 101 southbound on-ramp.

The remaining study intersections and transportation system were not observed to have any operational problems.

3.

Existing Plus Project Conditions

This chapter describes existing plus project traffic conditions, including the method by which project traffic is estimated. Existing plus project traffic conditions could potentially occur if the project were to be occupied prior to the other approved projects in the area. It is unlikely that this traffic condition would occur, since other approved projects expected to add traffic to the study area would likely be built and occupied during the time the project is going through the development review process.

Transportation Network Under Existing Plus Project Conditions

It is assumed in this analysis that the transportation network under existing plus project conditions would be the same as the existing transportation network.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets. These procedures are described further in the following sections.

Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic produced by common land uses. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development.

Trip generation resulting from new development proposed within the City of San Jose typically is estimated using the rates contained in the *San Jose Traffic Impact Analysis Handbook*, August 2009. The City's rates were applied to the residential and retail components of the project. The trip generation rates published in the Institute of Transportation Engineers' (ITE) manual entitled *Trip Generation, 9th Edition* (2012) for Recreational Community Center (Land Use 495) were used for the community amenity space component of the project, since the City of San Jose has not derived trip rates for this land use type. As proposed, the community amenity space would include Taiko drumming facilities, office space, TV studio space, rehearsal studios, community meeting rooms and conference space. According to the ITE *Trip Generation* manual, Recreational Community Centers (Land Use 495) typically are stand-alone public facilities, similar to and including YMCAs, that may include the following: classes and clubs for adults and children; a day care facility or nursery school; meeting rooms; swimming pools; saunas; athletic courts; exercise classes; weightlifting and gymnastics equipment; locker rooms; and a restaurant or snack bar.

VTA Trip Reductions

A mixed-use development with complementary land uses such as residential and retail will generate and attract trips internally between the uses. Thus, the number of vehicle trips generated for each use may be reduced, since a portion of the trips would not require entering or exiting the site. The VTA's *Congestion Management Program Transportation Impact Analysis Guidelines* (March 2009) indicates a trip reduction of up to 15 percent is allowed for residential and retail mixed-use developments. The reduction is applied to the smaller of the two complimentary trip generators (retail use), and the same number of trips is then subtracted from the larger trip generator (residential use). In addition, since the project site is located within approximately 2,000 feet of two LRT stations, the total number of trips generated by the residential component of the project can be reduced by up to 9 percent (VTA 2009 TIA Guidelines).

Other Trip Reductions

Similar to the residential and retail components of the project, complimentary land uses such as residential and community center will generate and attract trips internally between the uses. A 15 percent trip reduction was applied to the community amenity space (smaller trip generator), and the same number of trips was subtracted from the residential component of the project (larger trip generator). Although the internalization of trips between the residential use and the community amenity space most likely would be greater than 15 percent, no existing data to support an increased reduction has been found.

A retail pass-by trip reduction of 25 percent (typical for Santa Clara County) also can be applied to the net peak hour trip generation estimates for the proposed retail space. Pass-by-trips are trips that would already be on the adjacent roadways (and so are already counted in the background traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels.

Net Project Trips

After applying the appropriate trip generation rates and trip reductions, the proposed mixed-use project would generate 6,002 new daily vehicle trips, with 513 new trips occurring during the AM peak hour and 566 new trips occurring during the PM peak hour. Using the inbound/outbound splits recommended by the City of San Jose and ITE, the project would produce 221 inbound and 292 outbound trips during the AM peak hour, and 342 inbound and 224 outbound trips during the PM peak hour. Table 6 shows the project trip generation estimates.

Trip Distribution Pattern

In order to be consistent with the previous 2008 traffic study prepared for the project site, the trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. Two separate trip distribution patterns were applied to the proposed land uses of the site: 1) Residential, and 2) Retail and Community Amenity Space. Figure 6 shows the project trip distribution patterns.

Trip Assignment

The peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution patterns. Based on the project site's close proximity to freeways, specifically SR 87, I-880 and US 101, 60 percent of the estimated residential project trips were assigned to and from the freeways. The remaining 40 percent of residential trips were distributed relatively evenly among the surrounding roadways. It was assumed that the proposed retail uses and community amenity space primarily would serve local residents of Japantown and the surrounding neighborhoods. Thus, no project trips related to the retail or community amenity space were assigned to and from the freeways. Figure 7 shows the project trip assignment.

Existing Plus Project Traffic Volumes

The project trips were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 8). Traffic volumes for all components of traffic are tabulated in Appendix C.

Table 6
Project Trip Generation Estimates

Land Use	Size	Daily Rate /a/	Daily Trips	AM Peak Hour				PM Peak Hour			
				Pk-Hr Rate /a/	In	Out	Total	Pk-Hr Rate /a/	In	Out	Total
Condominiums /b/	600 units	7.50	4,500	0.75	158	292	450	0.75	292	158	450
Community Amenity Space /c/	60,000 s.f.	33.82	2,029	2.05	81	42	123	2.74	80	84	164
Retail /d/	25,000 s.f.	40.00	1,000	1.20	21	9	30	3.60	45	45	90
Gross Project Trips:			7,529		260	343	603		417	287	704
Trip Reductions											
Residential Transit Reduction /e/			-405		-14	-26	-40		-26	-14	-40
Residential/Retail Mixed-Use Internalization /f/			-300		-4	-4	-8		-14	-14	-28
Residential/Community Center Mixed-Use Internalization /g/			-609		-18	-18	-36		-25	-25	-50
Retail Pass-by Reduction /h/			-213		-3	-3	-6		-10	-10	-20
Net Project Trips:			6,002		221	292	513		342	224	566
Notes: /a/ Rate per unit for residential use; per 1,000 s.f. for retail and community center uses. /b/ Based on Condominium rates contained in the <i>San Jose TIA Handbook</i> , August 2009. /c/ Based on ITE <i>Trip Generation</i> , 9th Edition (2012). Average rates for Land Use 495 (Recreational Community Center) were used. /d/ Based on "Specialty Retail/Strip Commercial" rates contained in the <i>San Jose TIA Handbook</i> , August 2009. /e/ A 9% transit reduction was applied to the residential component of the project since the project site would be located within approximately 2,000 feet of a major transit facility.(Santa Clara VTA TIA Guidelines, March 2009). /f/ A 15% residential/retail mixed-use trip reduction was applied to the project per the Santa Clara VTA TIA Guidelines, March 2009. The 15% trip reduction was first applied to the smaller trip generator (retail). The same number of trips were then subtracted from the larger trip generator (residential) to account for both trip ends. /g/ A 15% residential/community center mixed-use trip reduction was applied to the project to account for internalization of trips between the residential and community amenity space components of the project. /h/ A pass-by trip reduction of 25% was applied to the retail component of the project. The reduction was applied to the net retail project trips after applying the residential/retail mixed-use reduction.											

Intersection Levels of Service Under Existing Plus Project Conditions

Intersection levels of service were evaluated against City of San Jose and CMP standards. The results of the intersection level of service analysis under existing plus project conditions are summarized in Table 7.

City of San Jose Intersection Analysis

The results of the level of service analysis under existing plus project conditions show that, measured against the City of San Jose level of service policy, all but two of the study intersections would operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic. The intersection of North First Street/Taylor Street would operate at LOS E during the PM peak hour of traffic, and the intersection of Old Oakland Road/US 101 Northbound Ramps would operate at LOS E during the AM peak hour under existing plus project conditions.

North First Street/Taylor Street – Although the PM peak hour level of service at this intersection degrades from LOS D to LOS E when project-generated trips are added, this is not considered a significant project impact. The reason for this is that the City of San Jose LOS Policy (the adopted significance threshold for CEQA) pertains to the Background Plus Project scenario. An analysis of Existing Plus Project conditions is provided for informational purposes only.

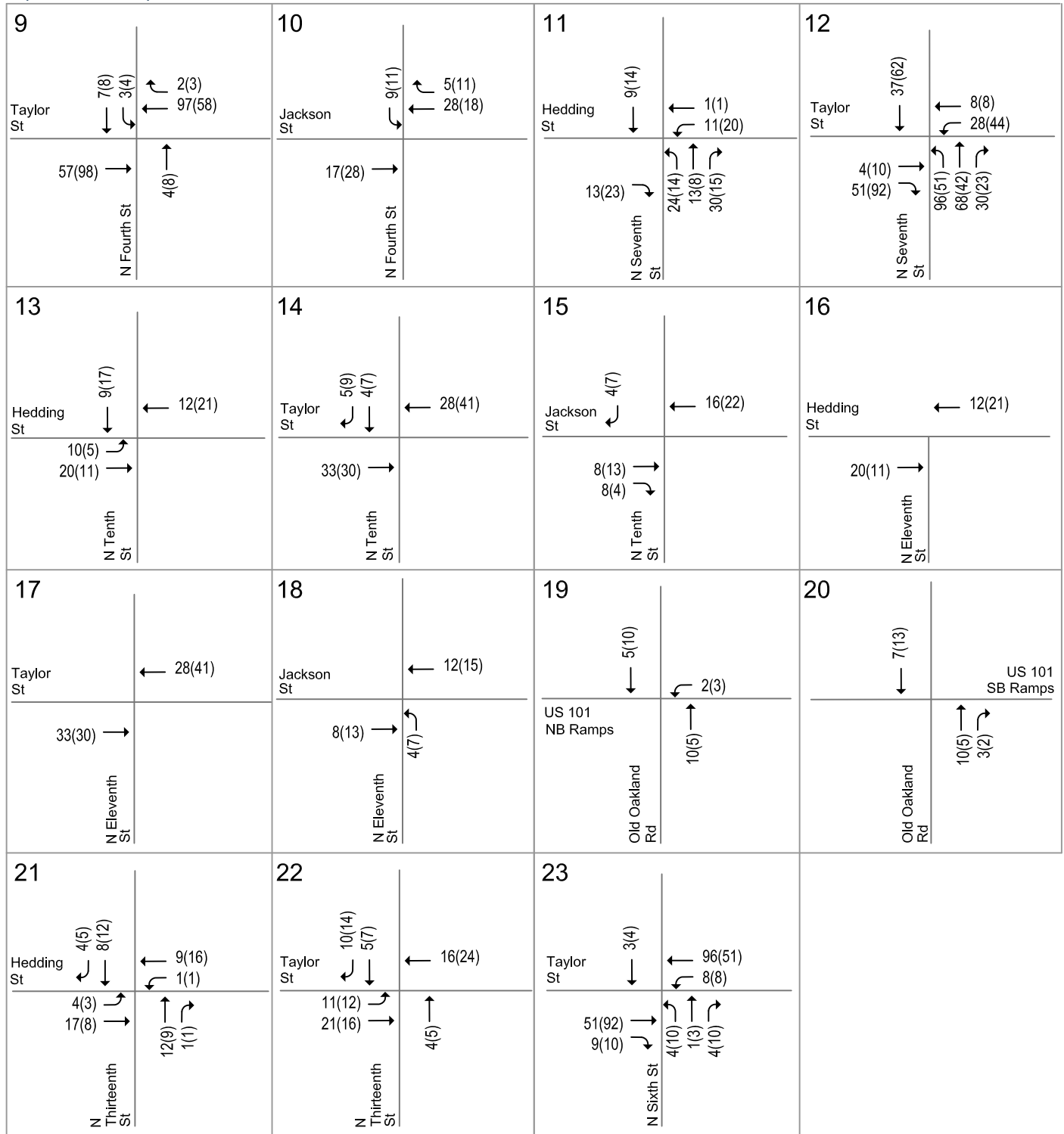




1 Taylor St 20(37) ← 38(19) ← 5(2) ← 38(19) ← 3(5) → 20(37) → HWY 87	2 Taylor St 82(40) ← 4(10) ← 43(79) → 9(10) → San Pedro St	3 Driveway 5(10) ↓ 6(11) ← 10(5) ↑ 26(12) → N First St 880 SB Ramp	4 880 NB Ramp 11(21) ↓ 13(25) ↓ 55(27) ↑ N First St
5 Hedding St 16(30) ↓ 8(15) ↓ 18(9) ← 5(2) ← 3(5) → 37(18) ↑ N First St	6 Taylor St 8(14) ↓ 9(16) ↓ 21(10) ← 76(45) ← 46(79) ↓ 5(9) ↓ 10(5) ↑ 16(8) ↑ N First St	7 Jackson St 13(23) ↓ 26(13) ← N First St	8 Hedding St 2(4) ↓ 24(14) ← 13(23) ↓ 1(1) ↓ 0(1) ↑ 3(2) ↑ N Fourth St

Figure 7
Project Trip Assignment

Japantown Corp Yard



LEGEND

XX(XX) = AM(PM) Peak Hour Volumes

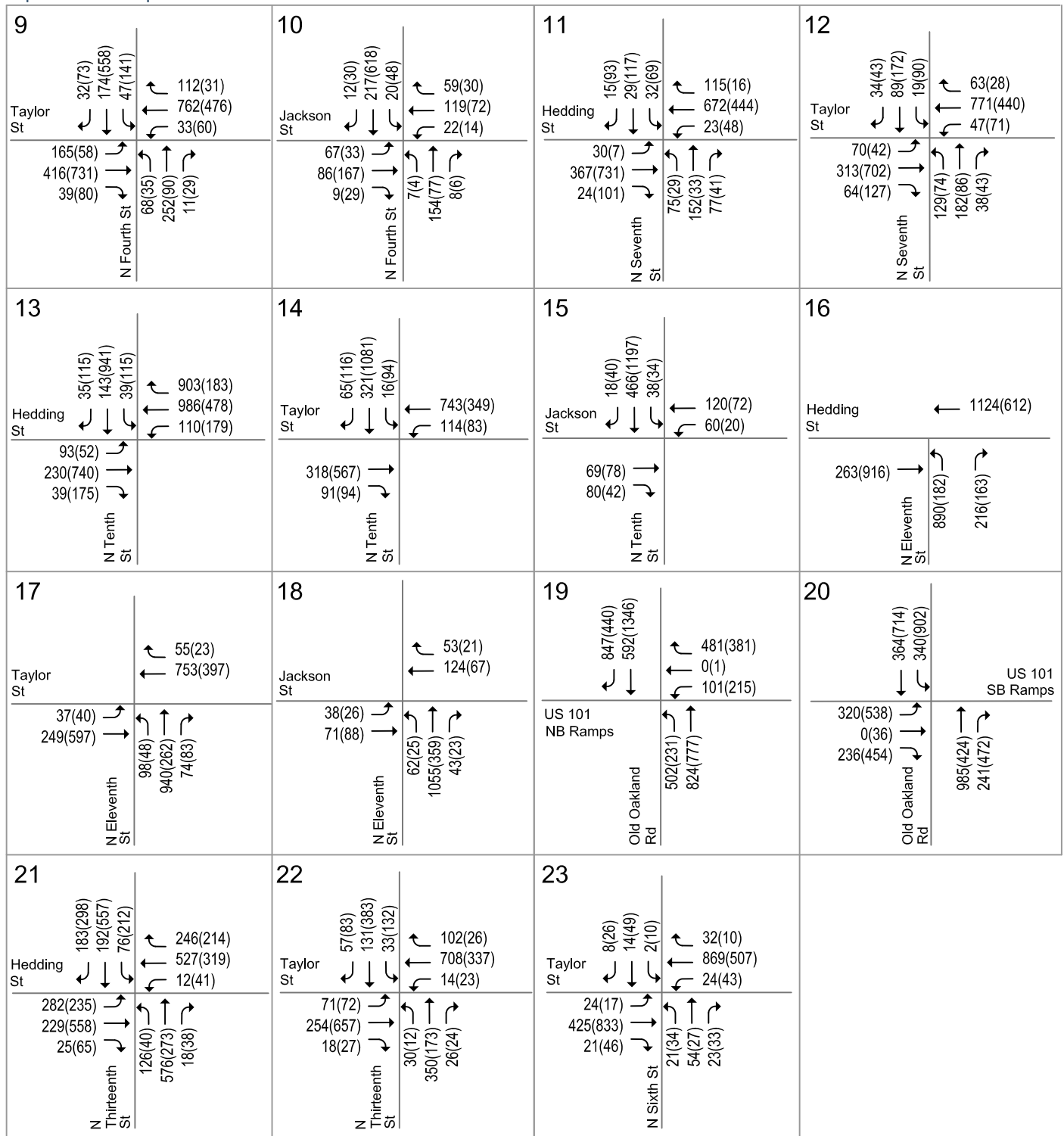
Figure 7
Project Trip Assignment



1 Taylor St 23(265) 79(134) 84(138) 292(426) 483(712) 102(143) 358(413) 171(651) 194(549) 935(724) HWY 87	2 Taylor St 151(389) 6(47) 7(27) 46(15) 876(732) 17(33) 700(228) 846(950) 68(120) 110(145) 30(18) 21(27) San Pedro St	3 Driveway 0(2) 546(1360) 307(188) 5(5) 497(464) 22(42) 942(493) 260(228) N First St	4 880 NB Ramp 112(258) 637(1049) 36(71) 181(139) 400(240) 55(88) 93(134) 1176(931) 5(16) N First St
5 Hedding St 113(225) 348(742) 60(179) 122(61) 425(361) 27(74) 119(103) 167(499) 40(47) 90(28) 801(519) 28(77) N First St	6 Taylor St 122(183) 201(411) 45(176) 74(49) 665(497) 19(13) 263(177) 493(697) 58(96) 128(79) 455(212) 10(18) N First St	7 Jackson St 6(2) 160(379) 68(190) 254(100) 70(41) 0(1) 368(200) 9(26) N First St	8 Hedding St 14(60) 96(614) 46(193) 152(37) 580(435) 48(72) 21(28) 201(635) 30(90) 46(40) 489(105) 34(36) N Fourth St

Figure 8
Existing Plus Project Traffic Volumes

Japantown Corp Yard



LEGEND

XX(XX) = AM(PM) Peak Hour Volumes

Figure 8
Existing Plus Project Traffic Volumes

Table 7
Existing Plus Project Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Existing		Existing + Project	
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS
1	SR 87 & Taylor St *	AM	04/04/12	21.2	C	21.2	C
		PM	09/10/13	29.0	C	28.7	C
2	San Pedro St & Taylor St	AM	09/10/13	32.1	C	32.7	C
		PM	09/10/13	31.0	C	30.8	C
3	N. First St & I-880 SB Ramps *	AM	10/10/12	26.8	C	26.8	C
		PM	09/12/12	25.1	C	25.3	C
4	N. First St & I-880 NB Ramps *	AM	10/10/12	19.7	B	19.7	B
		PM	09/12/12	17.6	B	17.8	B
5	N. First St & Hedding St	AM	09/10/13	35.8	D	35.9	D
		PM	09/10/13	34.8	C	34.9	C
6	N. First St & Taylor St (SJP)	AM	09/10/13	41.6	D	42.8	D
		PM	09/10/13	51.2	D	59.0	E
7	N. First St & Jackson St	AM	09/10/13	35.8	D	36.7	D
		PM	09/10/13	30.2	C	30.8	C
8	N. Fourth St & Hedding St (SJP)	AM	09/10/13	35.7	D	35.7	D
		PM	09/10/13	38.7	D	38.7	D
9	N. Fourth St & Taylor St	AM	09/10/13	31.1	C	32.6	C
		PM	09/10/13	32.7	C	33.1	C
10	N. Fourth St & Jackson St (SJP)	AM	09/10/13	30.0	C	30.5	C
		PM	09/10/13	24.1	C	26.0	C
11	N. Seventh St & Hedding St	AM	09/10/13	13.9	B	15.6	B
		PM	09/10/13	11.5	B	12.1	B
12	N. Seventh St & Taylor St	AM	09/10/13	12.0	B	19.4	B
		PM	09/10/13	14.6	B	17.7	B
13	N. Tenth St & Hedding St (SJP)	AM	10/04/12	14.5	B	15.2	B
		PM	10/04/12	29.6	C	29.8	C
14	N. Tenth St & Taylor St (SJP)	AM	10/17/12	9.6	A	9.7	A
		PM	10/04/12	19.7	B	20.3	C
15	N. Tenth St & Jackson St	AM	10/17/12	10.9	B	11.3	B
		PM	10/04/12	6.3	A	7.3	A
16	N. Eleventh St & Hedding St	AM	10/04/12	22.8	C	22.8	C
		PM	10/04/12	11.0	B	10.9	B
17	N. Eleventh St & Taylor St (SJP)	AM	10/04/12	19.9	B	20.5	C
		PM	10/04/12	13.3	B	13.0	B
18	N. Eleventh St & Jackson St	AM	10/17/12	8.2	A	8.6	A
		PM	10/04/12	10.8	B	11.3	B
19	Old Oakland Rd & US 101 NB Ramps *	AM	10/10/12	73.0	E	72.7	E
		PM	09/12/12	21.7	C	21.7	C
20	Old Oakland Rd & US 101 SB Ramps *	AM	10/10/12	26.6	C	26.5	C
		PM	09/12/12	31.9	C	31.9	C
21	N. Thirteenth St & Hedding St	AM	09/10/13	42.3	D	42.4	D
		PM	09/10/13	42.3	D	42.4	D
22	N. Thirteenth St & Taylor St	AM	09/10/13	14.5	B	14.7	B
		PM	09/10/13	14.6	B	15.0	B

Notes:
 * denotes a CMP intersection
 (SJP) denotes a City of San Jose Protected intersection

Old Oakland Road/US 101 Northbound Ramps – Note that the average vehicle delay actually decreases slightly at this intersection during the AM peak hour with the addition of project trips. This situation occurs because the project adds trips to non-critical high-volume movements that are receiving signal timing priority (i.e., more green time) at this intersection. The level of service methodology (2000 HCM) employs a “weighted average” approach to calculate the average vehicle delay. Thus, when a project adds traffic to a non-critical high-volume movement with a low corresponding vehicle delay, the result can be a decrease in the average delay at the intersection.

CMP Intersection Analysis

The results of the level of service analysis under existing plus project conditions show that, measured against the CMP standards, all of the study CMP intersections would operate at an acceptable level of service (LOS E or better) during the AM and PM peak hours of traffic.

The intersection level of service calculation sheets are included in Appendix D.

4. Background Conditions

This chapter presents background traffic conditions, which are defined as conditions just prior to completion of the proposed project. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions. The background scenario predicts a realistic traffic condition that would occur as approved development gets built and occupied.

Background Transportation Network

It was assumed in this analysis that the transportation network under background conditions would be the same as the existing network.

Background Traffic Volumes

Background peak hour traffic volumes were estimated by adding to existing peak hour volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments in the City of San Jose was obtained from the City's Approved Trips Inventory (ATI). The ATI lists each approved project and the trips associated with the approved project for each intersection. Background traffic volumes are shown graphically on Figure 9.

The ATI is contained in Appendix B. Traffic volumes for all components of traffic are tabulated in Appendix C.

Intersection Levels of Service Under Background Conditions

Intersection levels of service were evaluated against City of San Jose and CMP standards. The results of the intersection level of service analysis under background conditions are summarized in Table 8.

City of San Jose Intersection Analysis

The results of the level of service analysis under background conditions show that, measured against the City of San Jose level of service policy, all but three of the study intersections would operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic. The intersection of North First Street/Taylor Street would operate at LOS F during the PM peak hour, the intersection of Old Oakland Road/US 101 Northbound Ramps would operate at LOS F during the AM peak hour and LOS E during the PM peak hour, and the intersection of Old Oakland Road/US 101 Southbound Ramps would operate at LOS F during the PM peak hour under background conditions.

CMP Intersection Analysis

The results of the level of service analysis under background conditions show that, measured against the CMP standards, all but two of the study CMP intersections would operate at an acceptable level of service (LOS E or better) during the AM and PM peak hours of traffic. The CMP intersection of Old Oakland Road/US 101 Northbound Ramps would operate at LOS F during the AM peak hour, and the CMP intersection of Old Oakland Road/US 101 Southbound Ramps would operate at LOS F during the PM peak hour under background conditions.

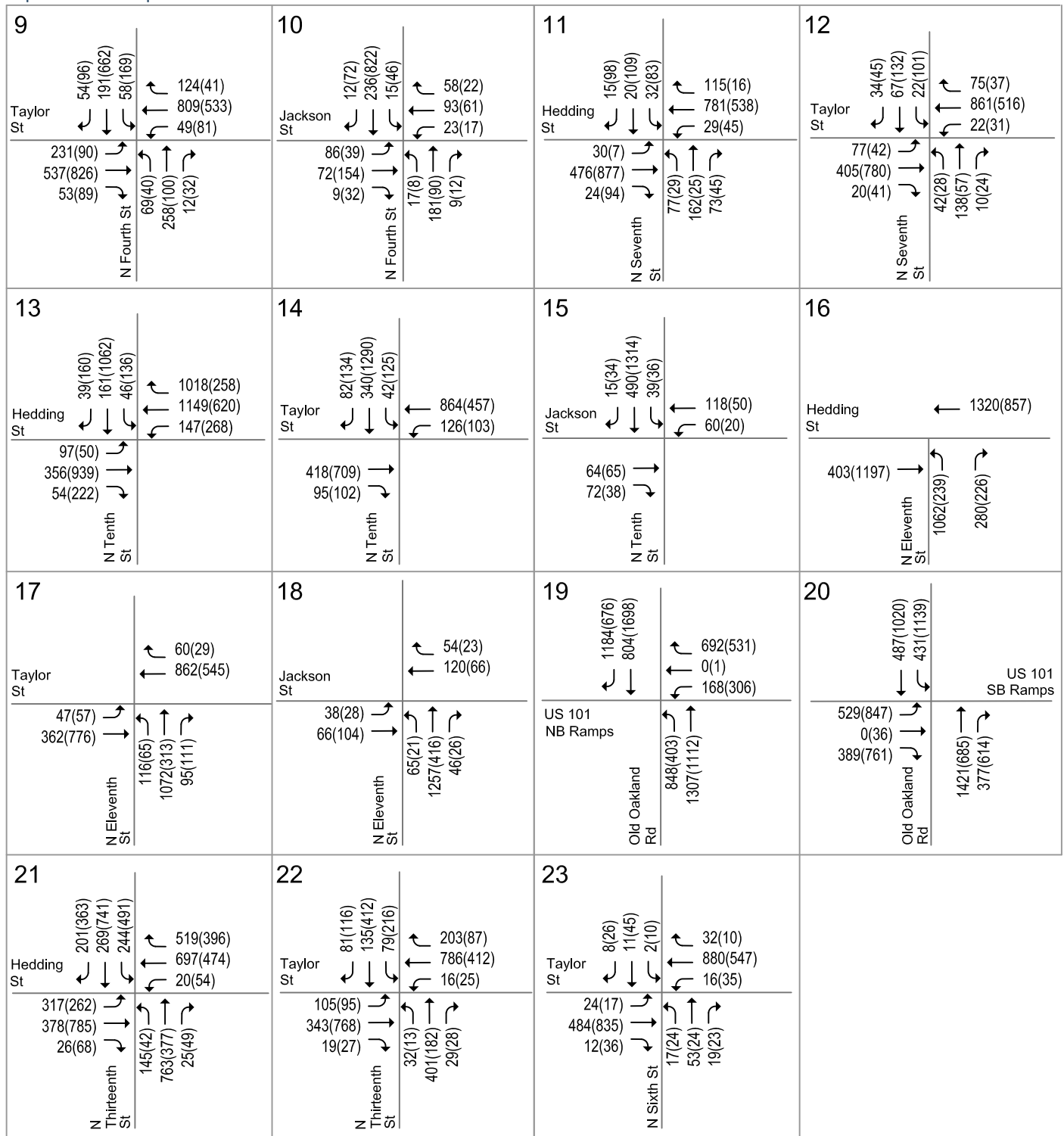
The intersection level of service calculation sheets are included in Appendix D.



1 Taylor St 23(265) 77(129) 82(136) 313(449) 508(743) 102(143) 381(478) 189(743) HWY 87 285(564) 969(769)	2 Taylor St 172(397) 6(49) 7(42) 70(18) 924(823) 15(28) 719(253) 894(1033) 76(123) San Pedro St 110(147) 35(18) 16(21)	3 Driveway 0(2) 887(2096) 394(276) 5(5) 575(528) 880 NB Ramp 1544(668) 252(242) N First St	4 880 NB Ramp 119(275) 755(1278) 39(88) 194(162) 4(8) 727(452) 58(105) 118(159) N First St 1388(1076) 15(23)
5 Hedding St 120(249) 401(911) 103(248) 161(96) 485(426) 30(84) 135(110) 233(559) 42(51) N First St 107(33) 945(579) 36(85)	6 Taylor St 129(213) 223(508) 72(235) 98(62) 745(570) 21(14) 288(189) 560(774) 58(97) N First St 125(83) 498(238) 12(22)	7 Jackson St 6(2) 160(379) 56(169) 229(88) 70(41) 0(1) N First St 368(200) 9(26)	8 Hedding St 17(77) 117(773) 61(236) 160(45) 672(513) 84(111) 26(31) 288(771) 36(105) N Fourth St 57(50) 618(141) 63(86)

Figure 9
Background Traffic Volumes

Japantown Corp Yard



LEGEND

XX(XX) = AM(PM) Peak Hour Volumes

Figure 9
Background Traffic Volumes

Table 8
Background Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Existing		Background	
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS
1	SR 87 & Taylor St *	AM	04/04/12	21.2	C	21.6	C
		PM	09/10/13	29.0	C	30.3	C
2	San Pedro St & Taylor St	AM	09/10/13	32.1	C	32.5	C
		PM	09/10/13	31.0	C	30.2	C
3	N. First St & I-880 SB Ramps *	AM	10/10/12	26.8	C	30.9	C
		PM	09/12/12	25.1	C	27.1	C
4	N. First St & I-880 NB Ramps *	AM	10/10/12	19.7	B	26.0	C
		PM	09/12/12	17.6	B	22.8	C
5	N. First St & Hedding St	AM	09/10/13	35.8	D	38.2	D
		PM	09/10/13	34.8	C	37.3	D
6	N. First St & Taylor St (SJP)	AM	09/10/13	41.6	D	46.7	D
		PM	09/10/13	51.2	D	84.9	F
7	N. First St & Jackson St	AM	09/10/13	35.8	D	35.9	D
		PM	09/10/13	30.2	C	30.2	C
8	N. Fourth St & Hedding St (SJP)	AM	09/10/13	35.7	D	37.7	D
		PM	09/10/13	38.7	D	41.7	D
9	N. Fourth St & Taylor St	AM	09/10/13	31.1	C	34.9	C
		PM	09/10/13	32.7	C	37.5	D
10	N. Fourth St & Jackson St (SJP)	AM	09/10/13	30.0	C	30.7	C
		PM	09/10/13	24.1	C	28.0	C
11	N. Seventh St & Hedding St	AM	09/10/13	13.9	B	15.0	B
		PM	09/10/13	11.5	B	11.5	B
12	N. Seventh St & Taylor St	AM	09/10/13	12.0	B	13.4	B
		PM	09/10/13	14.6	B	15.6	B
13	N. Tenth St & Hedding St (SJP)	AM	10/04/12	14.5	B	16.8	B
		PM	10/04/12	29.6	C	39.8	D
14	N. Tenth St & Taylor St (SJP)	AM	10/17/12	9.6	A	10.4	B
		PM	10/04/12	19.7	B	25.7	C
15	N. Tenth St & Jackson St	AM	10/17/12	10.9	B	11.1	B
		PM	10/04/12	6.3	A	6.1	A
16	N. Eleventh St & Hedding St	AM	10/04/12	22.8	C	25.0	C
		PM	10/04/12	11.0	B	11.9	B
17	N. Eleventh St & Taylor St (SJP)	AM	10/04/12	19.9	B	30.6	C
		PM	10/04/12	13.3	B	13.8	B
18	N. Eleventh St & Jackson St	AM	10/17/12	8.2	A	8.1	A
		PM	10/04/12	10.8	B	11.4	B
19	Old Oakland Rd & US 101 NB Ramps *	AM	10/10/12	73.0	E	201.8	F
		PM	09/12/12	21.7	C	59.9	E
20	Old Oakland Rd & US 101 SB Ramps *	AM	10/10/12	26.6	C	32.0	C
		PM	09/12/12	31.9	C	94.3	F
21	N. Thirteenth St & Hedding St	AM	09/10/13	42.3	D	49.2	D
		PM	09/10/13	42.3	D	47.2	D
22	N. Thirteenth St & Taylor St	AM	09/10/13	14.5	B	19.2	B
		PM	09/10/13	14.6	B	17.4	B

Notes:
 * denotes a CMP intersection
 (SJP) denotes a City of San Jose Protected intersection

5. Background Plus Project Conditions

This chapter describes near-term traffic conditions that most likely would occur when the project is complete. It includes a description of the significance criteria used to establish what constitutes a project impact, the method by which project traffic is estimated, and any impacts caused by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts. This traffic scenario represents a more congested traffic condition than the existing plus project scenario, since it includes traffic generated by approved but not yet built projects in the area.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine significant impacts on signalized intersections are based on City of San Jose Level of Service standards. The City of San Jose LOS Policy is the adopted threshold for CEQA. Project impacts on CMP study intersections and freeway segments were analyzed according to the County Congestion Management Program (CMP) methodology.

City of San Jose Definition of Significant Intersection Impacts

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under background plus project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more, or
3. The level of service at a designated Protected Intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes the volume-to-capacity ratio (V/C) to increase by one-half percent (.005) or more.

An exception to rule #2 above applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

CMP Definition of Significant Intersection Impacts

The definition of a significant impact at a CMP intersection is the same as for the City of San Jose, except that the CMP standard for acceptable level of service at a CMP intersection is LOS E or better. Thus, a CMP intersection that operates at LOS F would fail to meet the CMP level of service standard.

CMP Definition of Significant Freeway Segment Impacts

The CMP defines an acceptable level of service for freeway segments as LOS E or better. A project is said to create a significant impact on traffic conditions on a freeway segment if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under existing conditions to an unacceptable LOS F with the addition of project trips, or
2. The level of service on the freeway segment is already operating at an unacceptable LOS F and the number of project trips added to the segment constitutes at least one percent of capacity of the segment.

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore freeway conditions to existing conditions or better.

Transportation Network Under Background Plus Project Conditions

It is assumed in this analysis that the transportation network under background plus project conditions would be the same as the existing transportation network.

Project Trip Estimates

As previously described in Chapter 3 (see Table 6), the proposed mixed-use project would generate 6,002 new daily vehicle trips, with 513 new trips occurring during the AM peak hour and 566 new trips occurring during the PM peak hour. Using the inbound/outbound splits recommended by the City of San Jose and ITE, the project would produce 221 inbound and 292 outbound trips during the AM peak hour, and 342 inbound and 224 outbound trips during the PM peak hour.

Background Plus Project Traffic Volumes

The peak hour trips generated by the project were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 10). The project trips were assigned to the roadway system in accordance with the trip distribution patterns discussed in Chapter 3.

Traffic volumes for all components of traffic are tabulated in Appendix C.

Intersection LOS Under Background Plus Project Conditions

Intersection levels of service were evaluated against City of San Jose and CMP standards. The results of the intersection level of service analysis under background plus project conditions are summarized in Table 9.

City of San Jose Intersection Analysis

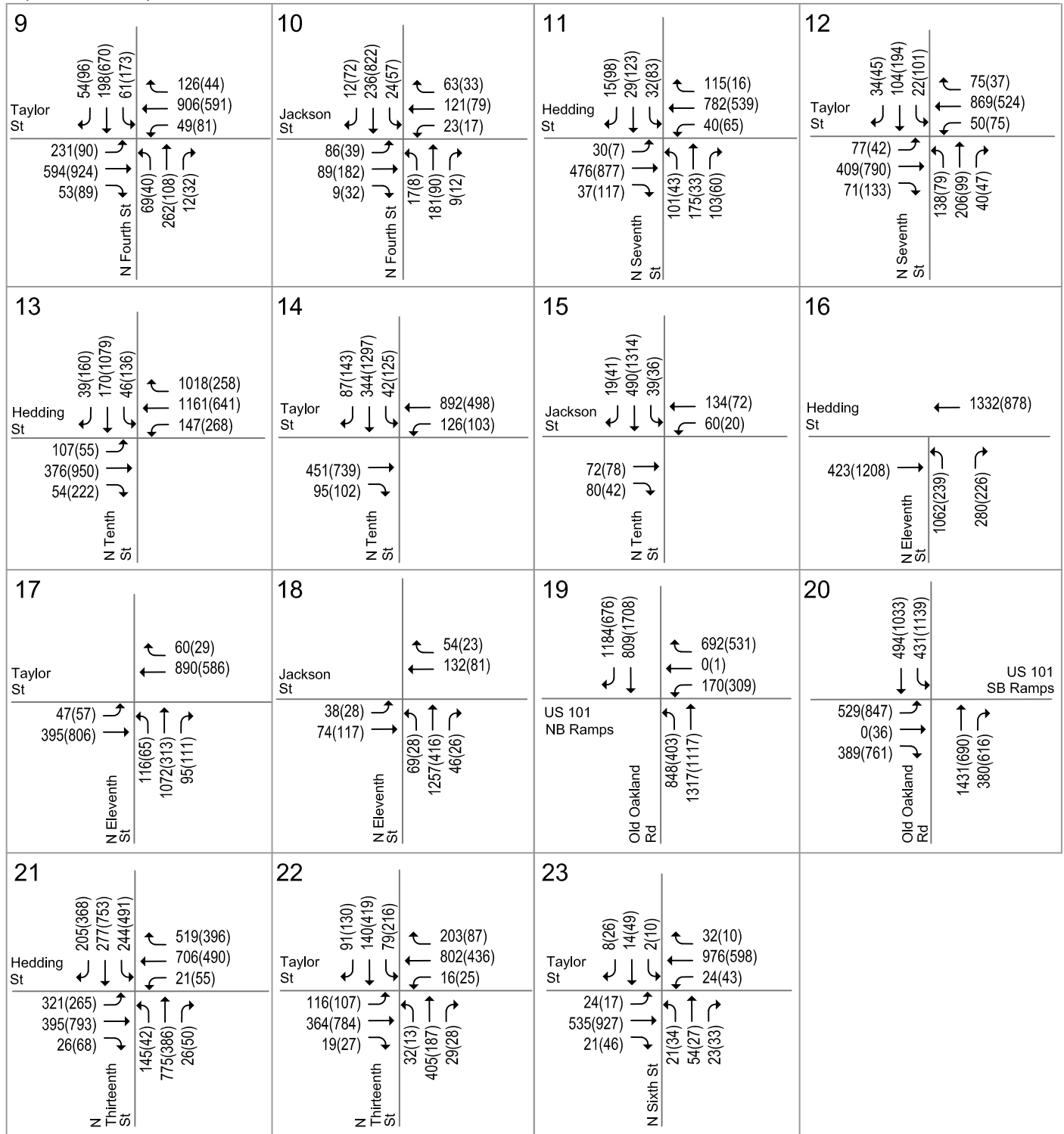
The results of the level of service analysis under background plus project conditions show that, measured against the City of San Jose level of service policy, all but three of the study intersections would operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic. The City of San Jose Protected intersection of North First Street/Taylor Street would operate at LOS F during the PM peak hour, the CMP intersection of Old Oakland Road/US 101 Northbound Ramps would operate at LOS F during the AM peak hour and LOS E during the PM peak hour, and the CMP intersection of Old Oakland Road/US 101 Southbound Ramps would operate at LOS F during the PM peak hour under background plus project conditions.



1 Taylor St 23(265) 97(166) 120(155) 318(451) 546(762) 102(143) 384(483) 189(743) 285(564) 989(806) HWY 87	2 Taylor St 172(397) 6(49) 7(42) 70(18) 1006(863) 19(38) 719(253) 937(1112) 76(123) 110(147) 35(18) 25(31) San Pedro St	3 Driveway 0(2) 892(2106) 394(276) 5(5) 581(539) 30(54) 1554(673) 278(254) N First St	4 880 NB Ramp 119(275) 766(1299) 39(88) 194(162) 4(8) 727(452) 58(105) 131(184) 1443(1103) 15(23) N First St
5 Hedding St 120(249) 417(941) 111(263) 179(105) 490(428) 30(84) 135(110) 236(564) 42(51) 107(33) 982(597) 36(85) N First St	6 Taylor St 129(213) 231(522) 81(251) 119(72) 821(615) 21(14) 288(189) 606(853) 63(106) 135(88) 514(246) 12(22) N First St	7 Jackson St 6(2) 160(379) 69(192) 255(101) 70(41) 0(1) 368(200) 9(26) N First St	8 Hedding St 17(77) 119(777) 61(236) 160(45) 696(527) 84(111) 26(31) 301(794) 37(106) 57(51) 621(143) 63(86) N Fourth St

Figure 10
Background Plus Project Traffic Volumes

Japantown Corp Yard



LEGEND

XX(XX) = AM(PM) Peak Hour Volumes

Figure 10
Background Plus Project Traffic Volumes

Table 9
Background Plus Project Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Existing		Background		Background Plus Project			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C
1	SR 87 & Taylor St *	AM	04/04/12	21.2	C	21.6	C	21.7	C	0.1	0.015
		PM	09/10/13	29.0	C	30.3	C	30.1	C	0.6	0.009
2	San Pedro St & Taylor St	AM	09/10/13	32.1	C	32.5	C	33.2	C	0.9	0.029
		PM	09/10/13	31.0	C	30.2	C	30.2	C	0.2	0.035
3	N. First St & I-880 SB Ramps *	AM	10/10/12	26.8	C	30.9	C	31.1	C	0.3	0.005
		PM	09/12/12	25.1	C	27.1	C	27.3	C	0.2	0.005
4	N. First St & I-880 NB Ramps *	AM	10/10/12	19.7	B	26.0	C	26.1	C	0.1	0.016
		PM	09/12/12	17.6	B	22.8	C	22.9	C	0.0	0.006
5	N. First St & Hedding St	AM	09/10/13	35.8	D	38.2	D	38.6	D	0.6	0.023
		PM	09/10/13	34.8	C	37.3	D	37.4	D	0.4	0.018
6	N. First St & Taylor St (SJP)	AM	09/10/13	41.6	D	46.7	D	49.1	D	3.3	0.045
		PM	09/10/13	51.2	D	84.9	F	100.0	F	14.4	0.058
7	N. First St & Jackson St	AM	09/10/13	35.8	D	35.9	D	36.7	D	1.0	0.024
		PM	09/10/13	30.2	C	30.2	C	30.9	C	0.5	0.014
8	N. Fourth St & Hedding St (SJP)	AM	09/10/13	35.7	D	37.7	D	37.7	D	0.0	0.008
		PM	09/10/13	38.7	D	41.7	D	41.7	D	0.2	0.009
9	N. Fourth St & Taylor St	AM	09/10/13	31.1	C	34.9	C	36.5	D	2.2	0.057
		PM	09/10/13	32.7	C	37.5	D	40.2	D	4.5	0.060
10	N. Fourth St & Jackson St (SJP)	AM	09/10/13	30.0	C	30.7	C	31.3	C	0.5	0.021
		PM	09/10/13	24.1	C	28.0	C	30.3	C	2.4	0.017
11	N. Seventh St & Hedding St	AM	09/10/13	13.9	B	15.0	B	16.4	B	1.5	0.025
		PM	09/10/13	11.5	B	11.5	B	12.0	B	0.5	0.015
12	N. Seventh St & Taylor St	AM	09/10/13	12.0	B	13.4	B	21.4	C	11.4	0.121
		PM	09/10/13	14.6	B	15.6	B	18.6	B	3.1	0.042
13	N. Tenth St & Hedding St (SJP)	AM	10/04/12	14.5	B	16.8	B	17.5	B	1.2	0.009
		PM	10/04/12	29.6	C	39.8	D	40.6	D	1.2	0.008
14	N. Tenth St & Taylor St (SJP)	AM	10/17/12	9.6	A	10.4	B	10.6	B	0.3	0.019
		PM	10/04/12	19.7	B	25.7	C	27.1	C	1.8	0.022
15	N. Tenth St & Jackson St	AM	10/17/12	10.9	B	11.1	B	11.4	B	0.4	0.011
		PM	10/04/12	6.3	A	6.1	A	7.0	A	0.6	0.012
16	N. Eleventh St & Hedding St	AM	10/04/12	22.8	C	25.0	C	25.0	C	0.1	0.003
		PM	10/04/12	11.0	B	11.9	B	11.8	B	0.0	0.003
17	N. Eleventh St & Taylor St (SJP)	AM	10/04/12	19.9	B	30.6	C	33.2	C	3.3	0.017
		PM	10/04/12	13.3	B	13.8	B	13.7	B	0.0	0.017
18	N. Eleventh St & Jackson St	AM	10/17/12	8.2	A	8.1	A	8.5	A	0.4	0.009
		PM	10/04/12	10.8	B	11.4	B	11.8	B	0.5	0.010
19	Old Oakland Rd & US 101 NB Ramps *	AM	10/10/12	73.0	E	201.8	F	201.2	F	0.0	0.000
		PM	09/12/12	21.7	C	59.9	E	60.4	E	1.0	0.003
20	Old Oakland Rd & US 101 SB Ramps *	AM	10/10/12	26.6	C	32.0	C	32.0	C	0.1	0.003
		PM	09/12/12	31.9	C	94.3	F	94.3	F	0.6	0.001
21	N. Thirteenth St & Hedding St	AM	09/10/13	42.3	D	49.2	D	49.6	D	0.7	0.008
		PM	09/10/13	42.3	D	47.2	D	47.5	D	0.5	0.009
22	N. Thirteenth St & Taylor St	AM	09/10/13	14.5	B	19.2	B	19.8	B	1.1	0.012
		PM	09/10/13	14.6	B	17.4	B	18.2	B	1.5	0.022

Notes:

* denotes CMP intersection

(SJP) denotes a City of San Jose Protected intersection

Bold indicates a significant impact.

CMP Intersection Analysis

The results of the level of service analysis under background plus project conditions show that, measured against the CMP standards, all but two of the study CMP intersections would operate at an acceptable level of service (LOS E or better) during the AM and PM peak hours of traffic. The CMP intersection of Old Oakland Road/US 101 Northbound Ramps would operate at LOS F during the AM peak hour, and the CMP intersection of Old Oakland Road/US 101 Southbound Ramps would operate at LOS F during the PM peak hour under background plus project conditions.

The intersection level of service calculation sheets are included in Appendix D.

Intersection Impacts

When measured against the City of San Jose significant impact criteria, the following Protected intersection would be significantly impacted by the project:

North First Street and Taylor Street (PM peak hour)

The level of service at this intersection would be an unacceptable LOS F during the PM peak hour under background conditions, and the added trips as a result of the project would cause the volume-to-capacity (V/C) ratio to increase by 0.058. Based on the City of San Jose level of service impact criteria for protected intersections, this constitutes a significant project impact.

Protected Intersection Requirements

The study intersection of North First Street/Taylor Street has been identified as a City of San Jose Protected Intersection. Protected Intersections consist of locations that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect upon other transportation facilities (such as pedestrian, bicycle, transit systems, etc.). Protected Intersections are, therefore, not required to maintain a Level of Service D, which is the City of San Jose standard. The deficiencies at all 25 Protected Intersections in the City of San Jose have been disclosed and overridden in previous EIRs.

If a development project has significant traffic impacts at a designated Protected Intersection, the project may be approved if offsetting Transportation System Improvements are provided. The offsetting improvements are intended to provide other transportation benefits for the community adjacent to the traffic impact. The improvements may include enhancements to pedestrian, bicycle, and transit facilities, as well as neighborhood traffic calming measures and other roadway improvements.

The City will identify the specific offsetting improvements, which should be agreed upon by the community. Priority is given to improvements identified in previously adopted plans such as area-wide specific or master plans, redevelopment plans, or plans prepared through the Strong Neighborhoods Initiative. Community outreach should occur in conjunction with the project review and approval process. Once the specific improvements have been identified, the developer must submit improvement plans to the City of San Jose Department of Public Works for review and approval. The specific offsetting improvements proposed can be finalized during the subsequent planning permit stages and can be described in the Final EIR.

The LOS Policy has established a fee equal to \$2,000 per net peak hour project trip for one intersection impact and \$3,000 per net peak hour project trip for multiple intersection impacts, plus a 3.5 percent annual cost escalation adjustment, to fund alternative transportation improvements. For the purpose of determining the Protected Intersection LOS impact fee, net peak hour project trips are defined as the total number of peak hour trips generated by the project during the highest peak hour period after all appropriate trip credits have been applied. The value of the improvements should be equal to the established fees. Since the project significantly impacts one Protected Intersection, the estimated project cost is \$2,000 times 566 net PM peak hour trips, plus a 3.5 percent annual cost escalation adjustment.

Estimated Project Cost: \$1,132,000 (\$2,000 x 566 PM peak hour trips)

Project Contribution to Significant Intersection Impact

As previously described, the project involves redeveloping the Corporation Yard site with a mix of residential, retail, and community amenity space uses. The peak hour trips generated by each use were evaluated to determine the contribution of each use to the significant impact at the Protected intersection of North First Street/Taylor Street. Based on the number of net PM peak hour vehicle trips that each proposed use would add to the impacted Protected intersection, it is estimated that 89 percent of the trips would be attributable to the 600 residential units, 3 percent would be attributable to the 25,000 s.f. of retail space, and 8 percent would be attributable to the 60,000 s.f. of community amenity space.

US 101/Oakland/Mabury Transportation Development Policy (TDP)

The City of San Jose has identified operational problems along the Oakland Road corridor at the US 101 interchange, which are due primarily to the capacity constraints of the interchange. The interchange's current configuration is inadequate to serve the vehicular demand due to it serving as the main gateway into the Oakland Road area and as the only route across US 101. As a result, the City has identified two key capital improvement projects: 1) modification of the US 101/Oakland Road interchange, including improvements to the Oakland Road/Commercial Street intersection, and 2) construction of a new US 101/Mabury Road interchange. Both interchange projects will create additional capacity for accessing and crossing US 101, which will be crucial to accommodate future growth in the vicinity, including the future BART station at the San Jose Flea Market site. To fund these necessary interchange improvements, the City has developed the US 101/Oakland/Mabury Transportation Development Policy (TDP).

As part of the new Policy, a fee to fund the planned interchange improvements has been adopted. The fee is based on PM peak hour vehicle trips generated by a project. Any project that would add traffic to the US 101/Oakland Road interchange is required to participate in the TDP program. The new TDP includes a fee schedule requiring all new developments to pay a "fair share" contribution for using a portion of the interchange capacity that would be created with buildout of the US 101/Oakland Road interchange and construction of a new US 101/Mabury Road interchange. Unlike most Area Development Policies that base their fees on the number of residential units or square footages built, the fee for the US 101/Oakland/Mabury TDP is based on the number of PM peak hour vehicular trips that would be added to the US 101/Oakland Road interchange.

Since the proposed project would send some PM peak hour vehicle trips through the US 101/Oakland Road interchange, the project would be required to pay a fair share contribution toward the planned interchange improvements. The TDP traffic impact fee is \$32,595.15 per each new PM peak hour vehicle trip that would be added to the US 101/Oakland Road interchange. The project would add 20 trips to the interchange during the PM peak hour of traffic.

Estimated US 101/Oakland/Mabury TDP Impact Fee: \$32,595.15 x 20 PM peak hour trips = \$651,903.00

Freeway Segment Level of Service Analysis

Traffic volumes on the study freeway segments with the project were estimated by adding project trips to the freeway segment volumes obtained from the 2012 CMP Annual Monitoring Report. The results of the freeway segment analysis show that the project would not cause significant increases in traffic volumes (one percent or more of freeway capacity) on any of the study freeway segments currently operating at LOS F, and none of the study freeway segments currently operating at LOS E or better would worsen to LOS F as a result of the project (see Table 10). Therefore, based on CMP freeway impact criteria, none of the study freeway segments would be significantly impacted by the project.

Comparison Between the 2008 and 2013 Traffic Study Results

The 2008 EIR prepared for the original Japantown Corporation Yard project was certified by the City of San Jose on April 21, 2008. Since that time, the project has changed. The purpose of this traffic study is to evaluate the new 2013 Japantown Corporation Yard project and to determine whether changes to the project would result in different conclusions with regard to traffic impacts.

The results of this traffic study are consistent with the results of the 2008 Japantown Corporation Yard traffic study. Both studies show a significant project impact at the protected intersection of North First Street and Taylor Street during the PM peak hour, and both studies show no significant freeway impacts. Where the two traffic studies differ is that the 2008 study showed significant project impacts at the protected intersections of North Tenth Street/Hedding Street and North Tenth Street/Taylor Street, while the 2013 study shows no project impacts at these locations. The reason for the difference is that the background roadway network assumptions are different between the two studies. The 2008 study assumed the originally planned conversion of North Tenth and Eleventh Streets between Julian and Hedding Streets from one-way streets to two-way streets. However, this couplet conversion never occurred. Instead, the City reduced the number of travel lanes on both one-way streets from three lanes to two lanes and added buffered bike lanes. Although one travel lane has been removed from each street, the intersection levels of service are acceptable. The couplet conversion is no longer being considered by the City of San Jose.

Table 10
Project Freeway Segment Levels of Service

Freeway	Segment		Direction	Peak Hour	Existing Plus Project Trips										Project Trips							Impact?
					Mixed-Flow					HOV Lane					Total Volume	Mixed-Flow			HOV Lane			
					Avg. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Avg. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/		Density	LOS	Volume	% Capacity	Volume	% Capacity	
SR 87	I-280	to Julian St	NB	AM PM	41 67	2 2	4,400 4,400	4,206 2,029	51.3 15.3	E B	66 70	1 1	1,650 1,650	1,464 568	22.2 8.1	C A	20 37	16 29	0.4% 0.7%	4 8	0.3% 0.5%	NO NO
SR 87	Julian St	to Coleman Ave	NB	AM PM	13 66	2 2	4,400 4,400	2,726 2,809	104.8 21.3	F C	66 70	1 1	1,650 1,650	1,854 358	28.1 5.1	D A	20 37	16 29	0.4% 0.7%	4 8	0.3% 0.5%	NO NO
SR 87	Coleman Ave	to Taylor St	NB	AM PM	32 66	2 2	4,400 4,400	3,986 2,539	62.3 19.2	F C	66 70	1 1	1,650 1,650	1,594 498	24.2 7.1	C A	20 37	16 29	0.4% 0.7%	4 8	0.3% 0.5%	NO NO
SR 87	Taylor St	to Skyport Dr	NB	AM PM	54 67	2 2	4,400 4,400	4,460 1,885	41.3 14.2	D B	66 70	1 1	1,650 1,650	1,528 214	23.2 3.1	C A	38 19	30 15	0.7% 0.3%	8 4	0.5% 0.2%	NO NO
SR 87	Skyport Dr	to US 101	NB	AM PM	7 66	2 2	4,400 4,400	1,910 3,185	136.4 24.1	F C	32 70	1 1	1,650 1,650	1,968 354	61.5 5.1	F A	38 19	30 15	0.7% 0.3%	8 4	0.5% 0.2%	NO NO
SR 87	US 101	to Skyport Dr	SB	AM PM	66 6	2 2	4,400 4,400	2,656 1,669	20.1 139.1	C F	67 70	1 1	1,650 1,650	414 1,268	6.2 18.1	A C	20 37	16 29	0.4% 0.7%	4 8	0.3% 0.5%	NO NO
SR 87	Skyport Dr	to Taylor St	SB	AM PM	67 12	2 2	4,400 4,400	2,286 2,629	17.1 109.5	F C	67 70	1 1	1,650 1,650	144 1,338	2.2 19.1	A C	20 37	16 29	0.4% 0.7%	4 8	0.3% 0.5%	NO NO
SR 87	Taylor St	to Coleman Ave	SB	AM PM	66 17	2 2	4,400 4,400	3,070 3,075	23.3 90.4	F C	67 70	1 1	1,650 1,650	618 1,684	9.2 24.1	A C	38 19	30 15	0.7% 0.3%	8 4	0.5% 0.2%	NO NO
SR 87	Coleman Ave	to Julian St	SB	AM PM	66 16	2 2	4,400 4,400	3,330 2,995	25.2 93.6	C F	67 70	1 1	1,650 1,650	348 1,614	5.2 23.1	A C	38 19	30 15	0.7% 0.3%	8 4	0.5% 0.2%	NO NO
SR 87	Julian St	to I-280	SB	AM PM	67 20	2 2	4,400 4,400	2,430 3,335	18.3 83.4	C F	67 70	1 1	1,650 1,650	418 1,614	6.2 23.1	A C	38 19	30 15	0.7% 0.3%	8 4	0.5% 0.2%	NO NO
US 101	Santa Clara St	to McKee Rd	NB	AM PM	21 66	3 3	6,900 6,900	5,115 4,569	81.2 23.1	F C	18 70	1 1	1,650 1,650	1,612 703	89.5 10.0	F A	7 12	5 9	0.1% 0.1%	2 3	0.1% 0.2%	NO NO
US 101	McKee Rd	to Oakland Rd	NB	AM PM	13 66	3 3	6,900 6,900	3,982 5,512	102.1 27.8	F D	23 70	1 1	1,650 1,650	1,750 701	76.1 10.0	F A	2 3	2 2	0.0% 0.0%	0 1	0.0% 0.0%	NO NO
US 101	Oakland Rd	to I-880	NB	AM PM	16 66	3 3	6,900 6,900	4,420 4,560	92.1 23.0	F C	30 70	1 1	1,650 1,650	1,920 1,190	64.0 17.0	F B	0 0	0 0	0.0% 0.0%	0 0	0.0% 0.0%	NO NO
US 101	I-880	to Old Bayshore Hwy	NB	AM PM	11 67	3 3	6,900 6,900	3,700 3,600	112.1 18.0	F C	24 70	1 1	1,650 1,650	1,780 1,120	74.2 16.0	F B	0 0	0 0	0.0% 0.0%	0 0	0.0% 0.0%	NO NO
US 101	Old Bayshore Hwy	to N. First St	NB	AM PM	10 66	3 3	6,900 6,900	3,450 4,160	115.0 21.0	F C	22 70	1 1	1,650 1,650	1,740 980	79.1 14.0	F B	0 0	0 0	0.0% 0.0%	0 0	0.0% 0.0%	NO NO
US 101	N. First St	to Guadalupe Pkwy	NB	AM PM	21 66	3 3	6,900 6,900	5,040 3,960	80.0 20.0	F C	16 70	1 1	1,650 1,650	1,480 630	92.5 9.0	F A	0 0	0 0	0.0% 0.0%	0 0	0.0% 0.0%	NO NO
US 101	Guadalupe Pkwy	to N. First St	SB	AM PM	66 12	3 3	6,900 6,900	3,960 3,820	20.0 106.1	C F	67 60	1 1	1,650 1,650	410 2,340	6.1 39.0	A D	0 0	0 0	0.0% 0.0%	0 0	0.0% 0.0%	NO NO
US 101	N. First St	to Old Bayshore Hwy	SB	AM PM	66 7	3 3	6,900 6,900	3,770 2,710	19.0 129.0	C F	67 60	1 1	1,650 1,650	540 2,520	8.1 42.0	A D	0 0	0 0	0.0% 0.0%	0 0	0.0% 0.0%	NO NO
US 101	Old Bayshore Hwy	to I-880	SB	AM PM	67 10	3 3	6,900 6,900	3,200 3,540	16.0 118.0	B F	67 40	1 1	1,650 1,650	670 2,400	10.0 60.0	A F	0 0	0 0	0.0% 0.0%	0 0	0.0% 0.0%	NO NO
US 101	I-880	to Oakland Rd	SB	AM PM	66 12	3 3	6,900 6,900	3,770 3,820	19.0 106.1	C F	67 30	1 1	1,650 1,650	340 2,250	5.1 75.0	A F	0 0	0 0	0.0% 0.0%	0 0	0.0% 0.0%	NO NO
US 101	Oakland Rd	to McKee Rd	SB	AM PM	66 33	3 3	6,900 6,900	4,162 5,942	21.0 60.0	C F	67 70	1 1	1,650 1,650	541 2,170	8.1 31.0	A D	3 2	2 2	0.0% 0.0%	1 0	0.0% 0.0%	NO NO
US 101	McKee Rd	to Santa Clara St	SB	AM PM	67 47	3 3	6,900 6,900	3,610 6,495	18.1 46.1	C E	67 70	1 1	1,650 1,650	473 1,751	7.1 25.0	A C	13 6	10 5	0.1% 0.1%	3 1	0.2% 0.1%	NO NO
I-880	Coleman Ave	to SR 87	NB	AM PM	15 54	3 3	6,900 6,900	4,333 6,675	96.3 41.2	F D	-- --	-- --	-- --	-- --	-- --	-- --	13 25	13 25	0.2% 0.4%	0 0	-- --	NO NO
I-880	SR 87	to N. 1st St	NB	AM PM	62 61	3 3	6,900 6,900	6,523 6,615	35.1 36.1	D D	-- --	-- --	-- --	-- --	-- --	-- --	13 25	13 25	0.2% 0.4%	0 0	-- --	NO NO
I-880	N. 1st St	to US 101	NB	AM PM	29 64	3 3	6,900 6,900	5,679 6,159	65.3 32.1	F D	-- --	-- --	-- --	-- --	-- --	-- --	19 9	19 9	0.3% 0.1%	0 0	-- --	NO NO
I-880	US 101	to E. Brokaw Rd	NB	AM PM	33 36	3 3	6,900 6,900	5,978 6,069	60.4 56.2	F E	-- --	-- --	-- --	-- --	-- --	-- --	38 19	38 19	0.6% 0.3%	0 0	-- --	NO NO
I-880	E. Brokaw Rd	to US 101	SB	AM PM	64 31	3 3	6,900 6,900	6,170 5,897	32.1 63.4	D F	-- --	-- --	-- --	-- --	-- --	-- --	20 37	20 37	0.3% 0.5%	0 0	-- --	NO NO
I-880	US 101	to N. 1st St	SB	AM PM	66 36	3 3	6,900 6,900	5,316 6,171	26.8 57.1	D E	-- --	-- --	-- --	-- --	-- --	-- --	6 11	6 11	0.1% 0.2%	0 0	-- --	NO NO
I-880	N. 1st St	to SR 87	SB	AM PM	59 21	3 3	6,900 6,900	6,576 5,122	37.2 81.3	D F	-- --	-- --	-- --	-- --	-- --	-- --	26 12	26 12	0.4% 0.2%	0 0	-- --	NO NO
I-880	SR 87	to Coleman Ave	SB	AM PM	65 17	3 3	6,900 6,900	6,076 4,602	31.2 90.2	D F	-- --	-- --	-- --	-- --	-- --	-- --	26 12	26 12	0.4% 0.2%	0 0	-- --	NO NO
/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2012.																						

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2012.

6. Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project, including:

- Intersection operations analysis – vehicle queuing and storage at selected intersections
- Freeway off-ramp operations analysis – vehicle queuing and storage at selected freeway ramps
- Freeway on-ramp meter analysis
- Unsignalized intersection analysis – North Sixth Street and Taylor Street
- Potential project impacts to transit, bicycle, and pedestrian facilities
- Site access and circulation

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

Intersection Operations Analysis

The analysis of intersection level of service was supplemented with an analysis of traffic operations for intersections where the project would add left turns. The operations analysis is based on vehicle queuing for high demand left-turn movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-\lambda}}{n!}$$

Where:

$P(x=n)$ = probability of “n” vehicles in queue per lane

n = number of vehicles in the queue per lane

λ = Average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at signalized intersections. The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the “design queue length.” The vehicle queue estimates and a tabulated summary of the findings are provided in Tables 11 and 12.

Table 11
Vehicle Queuing and Left-Turn Pocket Storage Analysis – AM Peak Hour

	SR 87 Ramps & Taylor St	N. First St & Hedding St	N. First St & Taylor St	N. Seventh St & Taylor St	N. Thirteenth St & Taylor St
Measurement	WBL AM	SBL AM	SBL AM	WBL AM	EBL AM
Existing					
Cycle/Delay ¹ (sec)	96	130	127	120	70
Volume (vphpl)	223	52	36	19	60
Avg. Queue (veh./ln.)	5.9	1.9	1.3	0.6	1.2
Avg. Queue ² (ft./ln)	149	47	32	16	29
95th % Queue (veh./ln.)	10	4	3	2	3
95th % Queue (ft./ln)	250	100	75	50	75
Storage (ft./ ln.)	475	175	250	200	150
Adequate (Y/N)	Y	Y	Y	Y	Y
Existing Plus Project					
Cycle/Delay ¹ (sec)	96	130	127	120	70
Volume (vphpl)	242	60	45	47	71
Avg. Queue (veh./ln.)	6.5	2.2	1.6	1.6	1.4
Avg. Queue ² (ft./ln)	161	54	40	39	35
95th % Queue (veh./ln.)	11	5	4	4	4
95th % Queue (ft./ln)	275	125	100	100	100
Storage (ft./ ln.)	475	175	250	200	150
Adequate (Y/N)	Y	Y	Y	Y	Y
Background					
Cycle/Delay ¹ (sec)	96	130	127	120	70
Volume (vphpl)	254	103	72	22	105
Avg. Queue (veh./ln.)	6.8	3.7	2.5	0.7	2.0
Avg. Queue ² (ft./ln)	169	93	64	18	51
95th % Queue (veh./ln.)	11	7	5	2	5
95th % Queue (ft./ln)	275	175	125	50	125
Storage (ft./ ln.)	475	175	250	200	150
Adequate (Y/N)	Y	Y	Y	Y	Y
Background Plus Project					
Cycle/Delay ¹ (sec)	96	130	127	120	70
Volume (vphpl)	273	111	81	50	116
Avg. Queue (veh./ln.)	7.3	4.0	2.9	1.7	2.3
Avg. Queue ² (ft./ln)	182	100	71	42	56
95th % Queue (veh./ln.)	12	8	6	4	5
95th % Queue (ft./ln)	300	200	150	100	125
Storage (ft./ ln.)	475	175	250	200	150
Adequate (Y/N)	Y	Y ³	Y	Y	Y
¹ Vehicle queue calculations based on signal cycle length. ² Assumes 25 feet per vehicle queued. ³ A storage inadequacy of one vehicle (based on the estimated maximum vehicle queue) is not likely to result in significant operational issues.					

Table 12
Vehicle Queuing and Left-Turn Pocket Storage Analysis – PM Peak Hour

	SR 87 Ramps & Taylor St	N. First St & Hedding St	N. First St & Taylor St	N. Seventh St & Taylor St	N. Thirteenth St & Taylor St
Measurement	WBL PM	SBL PM	SBL PM	WBL PM	EBL PM
Existing					
Cycle/Delay ¹ (sec)	90	130	127	130	70
Volume (vphpl)	347	164	160	27	60
Avg. Queue (veh./In.)	8.7	5.9	5.6	1.0	1.2
Avg. Queue ² (ft./In)	217	148	141	24	29
95th % . Queue (veh./In.)	14	10	10	3	3
95th % . Queue (ft./In)	350	250	250	75	75
Storage (ft./ In.)	475	175	250	200	150
Adequate (Y/N)	Y	N	Y	Y	Y
Existing Plus Project					
Cycle/Delay ¹ (sec)	90	130	127	130	70
Volume (vphpl)	356	179	176	71	72
Avg. Queue (veh./In.)	8.9	6.5	6.2	2.6	1.4
Avg. Queue ² (ft./In)	223	162	155	64	35
95th % . Queue (veh./In.)	14	11	11	5	4
95th % . Queue (ft./In)	350	275	275	125	100
Storage (ft./ In.)	475	175	250	200	150
Adequate (Y/N)	Y	N	N	Y	Y
Background					
Cycle/Delay ¹ (sec)	90	130	127	130	70
Volume (vphpl)	372	248	235	31	95
Avg. Queue (veh./In.)	9.3	9.0	8.3	1.1	1.8
Avg. Queue ² (ft./In)	233	224	207	28	46
95th % . Queue (veh./In.)	15	14	13	3	4
95th % . Queue (ft./In)	375	350	325	75	100
Storage (ft./ In.)	475	175	250	200	150
Adequate (Y/N)	Y	N	N	Y	Y
Background Plus Project					
Cycle/Delay ¹ (sec)	90	130	127	130	70
Volume (vphpl)	381	263	251	75	107
Avg. Queue (veh./In.)	9.5	9.5	8.9	2.7	2.1
Avg. Queue ² (ft./In)	238	237	221	68	52
95th % . Queue (veh./In.)	15	15	14	6	5
95th % . Queue (ft./In)	375	375	350	150	125
Storage (ft./ In.)	475	175	250	200	150
Adequate (Y/N)	Y	N	N	Y	Y
¹ Vehicle queue calculations based on signal cycle length. ² Assumes 25 Feet Per Vehicle Queued.					

North First Street and Hedding Street

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn pocket at the North First Street/Hedding Street intersection currently exceed the existing vehicle storage capacity during the PM peak hour of traffic, and that this condition would continue to occur under existing plus project, background, and background plus project conditions. The southbound left-turn pocket provides about 175 feet of vehicle storage for a capacity of up to approximately 7 vehicles. The 95th percentile vehicle queue currently is 250 feet during the PM peak hour. A maximum queue of 350 feet would occur during the PM peak hour under background conditions as a result of approved projects in the area. The project would increase the maximum vehicle queue by one vehicle length (25 feet). Extending the southbound left-turn pocket would require removal of the existing raised median adjacent to the existing LRT line, including some trees, and re-striping. Since the existing LRT line runs through this intersection, and because improvements to this intersection would require significant modifications that could disrupt LRT service and would require removal of some large trees, lengthening the southbound left-turn pocket is not a feasible option.

North First Street and Taylor Street

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn pocket at the North First Street/Taylor Street intersection currently are equal to the existing vehicle storage capacity. However, the maximum vehicle queues would exceed the existing vehicle storage capacity during the PM peak hour of traffic under existing plus project, background, and background plus project conditions. The southbound left-turn pocket provides about 250 feet of vehicle storage for a capacity of up to approximately 10 vehicles. The 95th percentile vehicle queue currently is 250 feet during the PM peak hour. A maximum queue of 325 feet would occur during the PM peak hour under background conditions as a result of approved projects in the area. The project would increase the maximum vehicle queue by one vehicle length (25 feet). Extending the southbound left-turn pocket would require re-striping only. However, since the existing LRT line runs down the middle of North First Street, and because this intersection is on the City's Protected Intersection list, the City most likely would not request that the project make any changes to this intersection.

Freeway Off-Ramp Operations Analysis

Vehicle queuing on the US 101 northbound off-ramp to Oakland Road and the SR 87 northbound and southbound off-ramps to Taylor Street were analyzed for project conditions using the Poisson probability distribution. Only the turning-movements on the off-ramps where the project would add traffic were evaluated. Table 13 shows that the existing vehicle storage on the US 101 and SR 87 freeway off-ramps would be adequate to serve the estimated maximum vehicle queues that would occur during the AM and PM peak hours under project conditions.

Freeway On-Ramp Meter Analysis

An analysis of metered freeway on-ramps providing access to SR 87, US 101 and I-880 from the project site was performed to identify the effect of the addition of project traffic on the vehicle queues at the metered on-ramps during the AM and PM peak commute periods. Note that while the US 101 northbound on-ramp from Old Oakland Road is metered during the AM peak hour, the project would not add trips to this on-ramp. For this reason, this on-ramp was not evaluated. Note also that the metering light on the US 101 southbound on-ramp from Old Oakland Road is turned off and facing backwards, so this ramp was not evaluated. Lastly, the metering light on the I-880 northbound diagonal on-ramp from northbound North First Street is turned off, so this on-ramp was not evaluated. The metered freeway on-ramps that currently are operating and were evaluated during either the AM or PM peak hour are listed below:

- SR 87 northbound on-ramp from Taylor Street – AM peak hour
- SR 87 southbound on-ramp from Taylor Street – PM peak hour
- I-880 southbound loop on-ramp from northbound North First Street – PM peak hour

Table 13
Vehicle Queuing and Storage Capacity Analysis – US 101 and SR 87 Off-Ramps

Measurement	US 101 NB Off-Ramp to Oakland Rd		SR 87 NB Off-Ramp to Taylor St		SR 87 SB Off-Ramp to Taylor St	
	Westbound Left-Turn		Northbound Right-Turn		Southbound Left-Turn	
	AM	PM	AM	PM	AM	PM
Existing						
Cycle/Delay ¹ (sec)	120	83	96	90	96	90
Volume (vphpl)	99	213	458	344	30	49
Avg. Queue (veh/ln.)	3.3	4.9	12.2	8.6	0.8	1.2
Avg. Queue ² (ft./ln)	83	123	305	215	20	31
95th % Queue (veh/ln.)	7	9	18	14	2	3
95th % Queue (ft./ln)	175	225	450	350	50	75
Storage (ft./ ln.)	675	675	850	850	525	525
Adequate (Y/N)	Y	Y	Y	Y	Y	Y
Existing Plus Project						
Cycle/Delay ¹ (sec)	120	83	96	90	96	90
Volume (vphpl)	101	216	468	362	40	67
Avg. Queue (veh/ln.)	3.4	5.0	12.5	9.1	1.1	1.7
Avg. Queue ² (ft./ln)	84	125	312	226	27	42
95th % Queue (veh/ln.)	7	9	19	14	3	4
95th % Queue (ft./ln)	175	225	475	350	75	100
Storage (ft./ ln.)	675	675	850	850	525	525
Adequate (Y/N)	Y	Y	Y	Y	Y	Y
Background						
Cycle/Delay ¹ (sec)	120	83	96	90	96	90
Volume (vphpl)	168	307	485	385	39	65
Avg. Queue (veh/ln.)	5.6	7.1	12.9	9.6	1.0	1.6
Avg. Queue ² (ft./ln)	140	177	323	241	26	41
95th % Queue (veh/ln.)	10	12	19	15	3	4
95th % Queue (ft./ln)	250	300	475	375	75	100
Storage (ft./ ln.)	675	675	850	850	525	525
Adequate (Y/N)	Y	Y	Y	Y	Y	Y
Background Plus Project						
Cycle/Delay ¹ (sec)	120	83	96	90	96	90
Volume (vphpl)	170	310	495	403	49	83
Avg. Queue (veh/ln.)	5.7	7.1	13.2	10.1	1.3	2.1
Avg. Queue ² (ft./ln)	142	179	330	252	33	52
95th % Queue (veh/ln.)	10	12	19	16	3	5
95th % Queue (ft./ln)	250	300	475	400	75	125
Storage (ft./ ln.)	675	675	850	850	525	525
Adequate (Y/N)	Y	Y	Y	Y	Y	Y
¹ Vehicle queue calculations based on signal cycle length. ² Assumes 25 feet per vehicle queued.						

The existing maximum vehicle queue at each metered on-ramp was measured in the field during the AM or PM peak commute period. A ratio between the existing ramp volumes and the approved and project trips was used to estimate the number of vehicles that would be added to the existing queue under background and background plus project conditions.

Based on the results of the freeway on-ramp meter analysis, it can be concluded that the addition of project trips to the metered ramps in the study area would have very little effect on the vehicle queues at the on-ramps when compared to background conditions. Table 14 shows the maximum vehicle queues at the metered on-ramps under existing, background, and background plus project conditions for the time periods that were analyzed.

Table 14
Vehicle Queuing and Storage at Metered Freeway On-Ramps

Metered Ramp	Peak Hour	# of Mixed-Flow Lanes On Ramp	Existing /a/ Max Vehicle Queue/Lane (Observed)	Background /b/ Max Vehicle Queue Per Lane	Background + Project /b/ Max Vehicle Queue Per Lane
SR 87 NB On-Ramp from Taylor St /c/	AM	2	5	5	6
SR 87 SB On-Ramp from Taylor St /c/	PM	2	23	25	26
I-880 SB Loop On-Ramp from NB North First St	PM	1	3	3	3
Notes:					
/a/ Existing queue length represents the maximum vehicle queue that was observed during the corresponding peak hour period.					
/b/ Background and Background + Project conditions queue lengths were estimated based on the ratio between the existing volumes on the on-ramps and the approved and project trips added to the on-ramps.					
/c/ The maximum vehicle queues shown are vehicles per mixed-flow lane. Little to no vehicle queuing was observed in the HOV lanes.					

While the metered on-ramps that were evaluated currently provide adequate storage for the vehicle queues that occur and would continue to occur with the project, the number of queued vehicles on the SR 87 southbound on-ramp from Taylor Street during the PM peak hour is actually controlled by the signalized interchange. More specifically, the green time assigned to the westbound left-turn movement controls how many cars are added to the on-ramp queue. This on-ramp is discussed in more detail below.

SR 87 Southbound On-Ramp from Taylor Street

This on-ramp currently consists of two mixed-flow lanes and one HOV lane. The mixed flow lanes are approximately 800 feet long, and the HOV lane is about 600 feet in length. During the PM peak hour, the longest vehicle queue that was observed in the mixed-flow lanes was approximately 600 feet per lane. There was little to no queuing in the HOV lane. The vehicle queues at the metering light never extended back to Taylor Street because the green time assigned to the westbound left-turn movement of the Taylor Street interchange limits the number of vehicles added to the queue. However, because of the limited green time, not all of the queued vehicles in the westbound left-turn pocket clear the intersection in one signal cycle.

Unsignalized Intersection Analysis

Unlike signalized intersections, which typically represent constraint points for the roadway network, unsignalized intersections rarely limit the potential capacity of a roadway. The determination of appropriate improvements to unsignalized intersections typically includes a qualitative and quantitative analysis of movement delay, vehicle queueing, and intersection safety. For this reason, improvements to unsignalized intersections are frequently determined on the basis of professional judgment. The City of San Jose has not established significance thresholds for unsignalized intersections.

An operational analysis was conducted for the unsignalized intersection of North Sixth Street and Taylor Street in order to determine the vehicle queuing and delay that would occur at this location with the addition of project-generated traffic. A signal warrant is another tool for measuring the operations of an unsignalized intersection. The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *Manual on Uniform Traffic Control Devices (MUTCD 2010 Edition, Part 4)*. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to

justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other types of traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Vehicle Queuing and Delay

The northbound stop-controlled movement at the North Sixth Street and Taylor Street intersection currently experiences long vehicle delays due to the opposing eastbound and westbound peak hour traffic volumes on Taylor Street. Long vehicle delays generally translate into long vehicle queues. The heavy peak hour traffic volumes on Taylor Street make it very difficult for northbound vehicles to proceed through the intersection or to turn left onto westbound Taylor Street during both the AM and PM peak commute periods. The addition of traffic generated by approved projects in the area, as well as traffic generated by the Japantown Corporation Yard project, would increase the vehicle delays and queuing for the northbound movement at this intersection.

Although the vehicle delays are excessive for the northbound movement at this intersection, drivers have other options available to them to avoid unnecessary delays. The most obvious option is to utilize one of the adjacent signalized intersections, such as North Fifth Street/Taylor Street or North Seventh Street/Taylor Street. Other alternative routes also are available via Jackson Street.

It is important to note that the delay for the northbound movement would only occur during the peak commute periods and would not present a problem the remainder of the day. The vehicle delay for this left-turn movement is an operational issue only and is not considered a significant project impact.

Signal Warrant

A peak hour signal warrant check (*MUTCD 2010 Edition*, Part 4, Warrant 3) was performed for the unsignalized study intersection of North Sixth Street and Taylor Street to determine whether signalization would be justified on the basis of project peak hour traffic volumes. The analysis revealed that the peak hour volume warrant would not be satisfied at the unsignalized intersection based on AM and PM background plus project traffic volumes. The signal warrant worksheets are included in Appendix E.

Transit Services

It is assumed that some residents would utilize the transit services in the area. Applying a 9 percent transit mode share, which is appropriate considering the proximity of the site to the Japantown/Ayer and Civic Center LRT stations, equates to approximately 40 new transit riders during both the AM and PM peak hours. Assuming the existing weekday peak hour transit service/headways would remain unchanged with five local bus lines and LRT providing service within walking distance of the project site, the number of new transit riders during the weekday peak commute periods would equate to less than 2 riders per bus/LRT train. These new riders could be accommodated by the current available ridership capacity of the existing bus and LRT service in the study area.

Although the project would not add a substantial number of new transit riders, the existing bus stops on Taylor Street at North Seventh Street are very basic, each consisting of a single bench and no shelter. Providing additional seating and shelter at both the eastbound and westbound bus stops would greatly benefit the project-generated bus riders.

Pedestrian Facilities

Pedestrian facilities consist mostly of sidewalks along the streets in the immediate vicinity of the project site. Crosswalks with pedestrian signal heads are located at all of the signalized intersections in the study area. Although a sidewalk currently does not exist on the east side of North Seventh Street between Taylor Street and Jackson Street, a project that currently is under construction has been conditioned to add sidewalk to this segment of North Seventh Street. Overall, the network of sidewalks and crosswalks would provide good connectivity and provide pedestrians with safe routes between the project site and

the surrounding land uses and transit services in the area. However, it should be noted that there are no crosswalks at the unsignalized intersections of North Sixth Street/Taylor Street and North Seventh Street/Jackson Street.

Schools

There are two schools located within a one-half mile radius of the project site: 1) Grant Elementary School, located on North Tenth Street, is approximately one-quarter mile east of the project site; and 2) Peter Burnett Middle School, located on North Second Street, is about one-half mile northwest of the project site. Accordingly, the project should consider working closely with these schools to implement a Safe Routes to Schools program. Safe Routes to Schools is designed to decrease traffic and pollution and increase the health of children and the community as a whole. The program promotes walking and biking to school through education and incentives. The program also addresses the safety concerns of parents by encouraging greater enforcement of traffic laws, educating the public, and exploring ways to create safer streets. A comprehensive Safe Routes to Schools program should identify a focused area surrounding the schools, provide a map with the routes that children can take to school, and recommend improvements to routes if necessary. A Safe Routes to Schools program should address such pedestrian safety issues as dangerous intersections and missing or ineffective crosswalks and sidewalks. While the walking routes to the nearby schools are generally acceptable now, the project should consider adding crosswalks to the unsignalized intersections of North Sixth Street/Taylor Street and North Seventh Street/Jackson Street.

Parks

Three public parks are located within approximately $\frac{3}{4}$ of a mile of the project site. One of these parks is the Guadalupe River Park, which offers a continuous paved trail for pedestrians and bicyclists that is separated from motor vehicle traffic. Access to the park is provided via Taylor Street approximately $\frac{3}{4}$ of a mile west of the project site at Guadalupe Gardens. Another nearby park is Backesto Park, located approximately $\frac{1}{2}$ mile east of the project site. The third public park is Bernal Park, located about a $\frac{1}{4}$ mile north of the project site. Residents of the proposed residential development could potentially utilize these parks for recreational purposes. The existing facilities would be adequate for residents to walk to and from these parks.

Bicycle Facilities

Several Class II bicycle facilities (striped bike lanes) exist in the immediate vicinity of the project site. The project site is located within approximately one-half mile of both the Japantown/Ayer LRT station and the Civic Center LRT station, and bicycles are permitted on LRT trains.

A reasonable assumption for bicycle commute trip generation is a 3 percent mode share. This calculates to approximately 14 bicycle trips during both the AM and PM peak hours. Thus, the project would be expected to add a relatively insignificant amount of bicycle traffic to the roadways in the study area during the peak commute periods of the day.

Although Taylor Street provides a direct connection to the Guadalupe River trail system, Taylor Street does not contain bike lanes. However, Hedding Street has bike lanes and also provides a connection to the trail system. The Guadalupe River trail system is an 11-mile paved trail that runs through the City of San Jose along the Guadalupe River and is separated from motor vehicle traffic. The Guadalupe River trail is a continuous Class I bikeway from Curtner Avenue in the south to SR 237 in the north.

Site Access and Circulation

Since a detailed site plan is not yet available, a comprehensive evaluation of site access and circulation cannot be prepared. For this reason, a general evaluation of site access was completed based on the January 7, 2013 conceptual site plan provided by Ankrom Moisan; Williams & Dame Development (see Figure 11). A comprehensive evaluation of site access and on-site circulation will be prepared once a detailed site plan is provided. Parking supply and layout also will be addressed at that time.



NOT TO SCALE

SOURCES: ANKROM MOISAN; WILLIAMS & DAME DEVELOPMENT, JANUARY 7, 2013.
ES/OI 301 Japantown Addendum/figures/fig_4.ai (10/8/13)

Japantown Corporation Yard
Redevelopment Project EIR Addendum
Corporation Yard Site -
Conceptual Site Plan - 2013 Project

Figure 11
Conceptual Site Plan

Site Access

The majority of project-generated traffic would use North Seventh Street to access the site, since vehicular access to the residential parking garages would be provided by two driveways on North Seventh Street. Currently, there is very little traffic on North Seventh Street. The existing peak hour traffic volume on North Seventh Street between Taylor and Jackson Streets is approximately 250 vehicles during both the AM and PM peak hours of traffic. Thus, both driveways are expected to operate well with very little delay and no queuing issues. Based on the residential trip generation estimates for the project, 133 inbound trips and 255 outbound trips would occur at the North Seventh Street driveways during the AM peak hour, and 246 inbound trips and 124 outbound trips would occur at these driveways during the PM peak hour.

Parking for the retail and community center components of the project would be provided along North Sixth and Seventh Streets, as well as an east-west internal street that would connect North Sixth and Seventh Streets. The internal street would provide vehicular and pedestrian access to the internal portion of the site and would provide surface level parking on both sides.

Pedestrian access to the residential uses would be provided via Taylor Street, North Sixth Street, and Jackson Street. Sidewalk would encircle the entire site. A pedestrian walkway would bisect the site midway between Taylor Street and the east-west internal street. This walkway and the internal street would provide pedestrian access to the retail and community center components of the project.

Sight Distance

Both project driveways on North Seventh Street should be free and clear of obstructions in order to provide good sight distance. Standard no parking zones should be established adjacent to the project driveways so that exiting vehicles can see pedestrians on the sidewalk, as well as vehicles traveling on North Seventh Street. Appropriate visible and/or audible warning signals should be provided at the parking garage entrances to alert pedestrians and bicyclists of vehicles exiting the North Seventh Street driveways.

Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection, and provides drivers with the ability to exit a driveway or locate sufficient gaps in traffic. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For driveways on North Seventh Street, which has a posted speed limit of 25 mph, the Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). Thus, a driver must be able to see 200 feet down North Seventh Street in order to stop and avoid a collision. Adequate sight distance must be provided at both project driveways.

7. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions. Cumulative conditions typically include specific development projects that are in the pipeline (pending projects) but are not yet approved. A significant cumulative traffic impact is identified by comparing cumulative traffic conditions against background (or baseline) conditions. This cumulative traffic scenario is evaluated in order to fulfill CMP and California Environmental Quality Act (CEQA) requirements.

Cumulative Transportation Network

The roadway network under cumulative conditions was assumed to be the same as the existing network.

List of Cumulative Projects

For the purpose of this traffic impact analysis, the cumulative traffic scenario considered peak hour trips attributable to the following reasonably foreseeable projects:

1. *Downtown Strategy Plan 2000 (Phase 2)* – The Downtown Strategy Plan project is a comprehensive plan for the development of the downtown core area of San Jose through the year 2010. The Downtown Strategy Plan project area (downtown core) includes the areas generally to the west near Diridon Station, north to Taylor Street, to the east near San Jose State University and City Hall, and south to I-280.
2. *Vision North San Jose (Phase 2)* – The Vision North San Jose project represents an update to the North San Jose Area Development Policy. The Policy allows for increases in industrial square footage and provide high-density housing and retail amenities for North San Jose area workers. The Policy also identifies necessary transportation improvements to support new development and creates a traffic impact fee program for new development to share the cost of those improvements. The Policy area boundaries generally include the area within San Jose north and west of I-880 or the Coyote Creek, east of the Guadalupe River and south of SR 237, as well as an area east of I-880 along Murphy Avenue as far as Lundy Avenue.
3. *Diridon Station Area Plan* – The Diridon Station Area Plan (DSAP) is a long-range land use plan developed by the City of San Jose. The DSAP includes a shift in approved development growth from the traditional Downtown core as identified by the Downtown Strategy Plan 2000, to the Diridon Station Area west of SR 87. Though the DSAP consists of the reallocation of land uses, the total planned development growth within the Downtown area remains as identified with the approved Strategy 2000 EIR. However, a small amount of retail space and over half of the residential units proposed by the DSAP are located outside of the Downtown area. The DSAP area boundary includes areas between the Guadalupe River and the Caltrain tracks, and extends to the north to approximately Lenzen Avenue and areas to the south to about I-280.

Cumulative Traffic Volumes

Cumulative traffic conditions were calculated by adding the trips generated by pending developments to background plus project traffic volumes. The traffic generated by pending developments (i.e., the three cumulative projects listed above) is contained in Appendix C. The peak hour cumulative traffic volumes are shown graphically on Figure 12.

San Jose Definition of Significant Cumulative Impacts

A significant cumulative traffic impact at an intersection is identified by comparing cumulative traffic conditions against background traffic conditions. The cumulative projects collectively would create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if during either the AM or PM peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under cumulative conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of cumulative project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by 0.01 or more.

An exception to this rule applies when the addition of cumulative project traffic reduces the amount of average delay for critical movements (i.e., change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by 0.01 or more.

Project Contribution to Cumulative Impacts

A single project's contribution to a cumulative intersection impact is deemed considerable in the City of San Jose if the proportion of project traffic represents 25 percent or more of the increase in total volume from background traffic conditions to cumulative traffic conditions.

Cumulative Intersection Level of Service Analysis

Intersection levels of service were evaluated against City of San Jose and CMP standards. The results of the intersection level of service analysis under cumulative conditions are summarized in Table 15.

City of San Jose Intersection Analysis

The results of the level of service analysis under cumulative conditions show that, measured against the City of San Jose level of service policy, all but three of the study intersections would operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic. The City of San Jose Protected intersection of North First Street/Taylor Street would operate at LOS F during the PM peak hour, the intersection of Old Oakland Road/US 101 Northbound Ramps would operate at LOS F during both the AM and PM peak hours, and the intersection of Old Oakland Road/US 101 Southbound Ramps would operate at LOS F during the PM peak hour under cumulative conditions.

CMP Intersection Analysis

The results of the level of service analysis under cumulative conditions show that, measured against the CMP standards, all but two of the study CMP intersections would operate at an acceptable level of service (LOS E or better) during the AM and PM peak hours of traffic. The CMP intersection of Old Oakland Road/US 101 Northbound Ramps would operate at LOS F during both the AM and PM peak hours, and the CMP intersection of Old Oakland Road/US 101 Southbound Ramps would operate at LOS F during the PM peak hour under cumulative conditions.

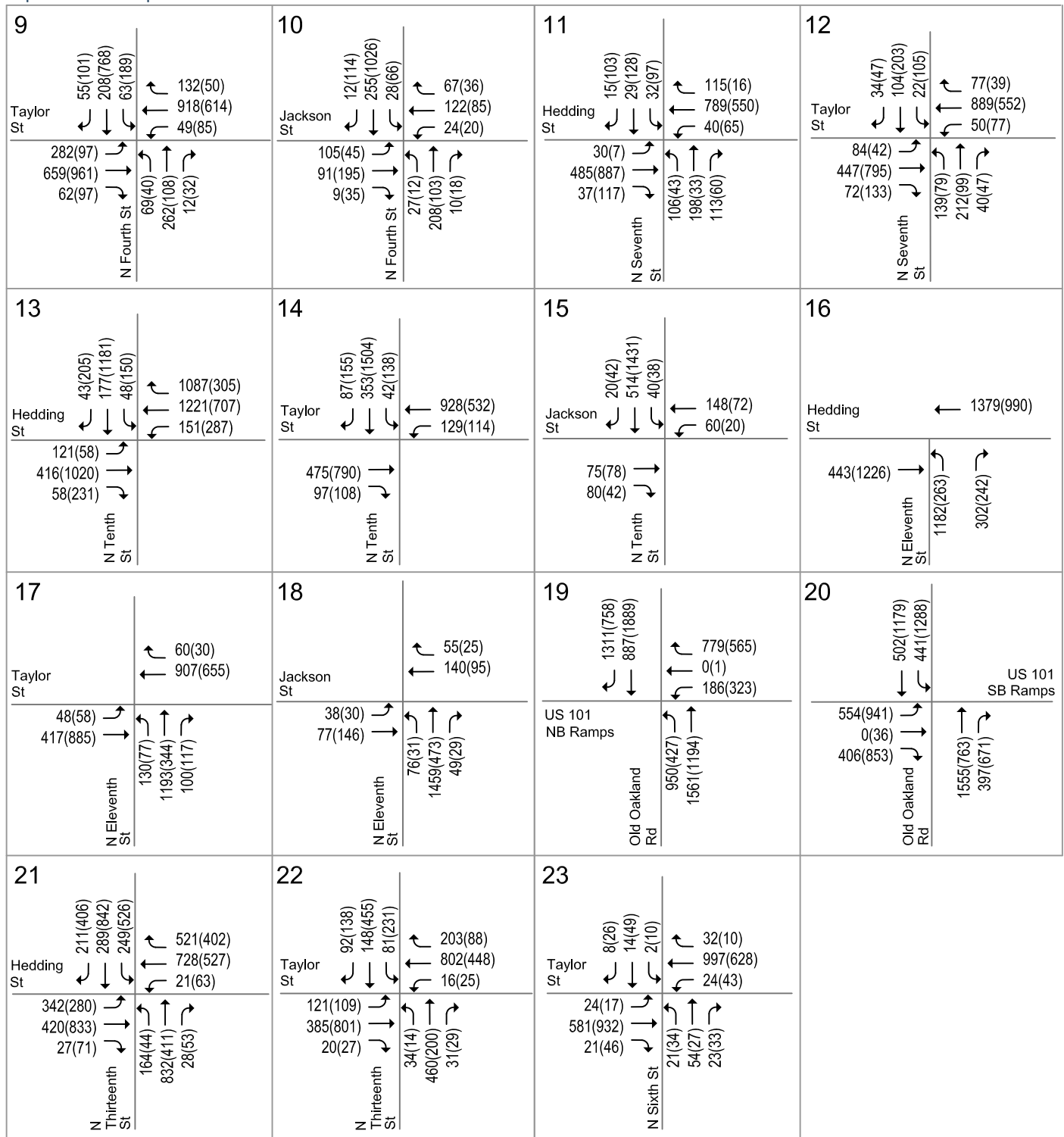
The intersection level of service calculation sheets are included in Appendix D.



1 Taylor St 23(265) 97(166) 120(155) 318(451) 546(762) 102(143) 384(483) 189(743) HWY 87 285(564) 989(806)	2 Taylor St 173(398) 6(51) 7(57) 76(21) 1006(915) 19(40) 719(258) 937(1150) 76(126) San Pedro St 110(149) 40(18) 27(32)	3 Driveway 0(2) 1079(2330) 414(334) 5(5) 607(596) 30(54) 1695(730) 293(279) N First St	4 880 NB Ramp 122(292) 795(1422) 42(105) 207(185) 4(8) 789(494) 61(122) 143(201) N First St 1561(1170) 15(24)
5 Hedding St 127(273) 444(1041) 117(287) 183(113) 521(465) 31(91) 151(117) 273(595) 44(55) N First St 124(38) 1070(639) 41(91)	6 Taylor St 134(241) 247(593) 85(281) 124(75) 867(654) 21(14) 311(199) 640(901) 68(116) N First St 141(94) 537(268) 13(24)	7 Jackson St 6(2) 160(379) 69(192) 255(101) 70(41) 0(1) 368(200) 9(26) N First St	8 Hedding St 20(94) 134(928) 64(262) 164(50) 723(556) 86(120) 31(34) 327(859) 41(119) N Fourth St 64(59) 748(178) 66(95)

Figure 12
Cumulative Traffic Volumes

Japanatown Corp Yard



LEGEND

XX(XX) = AM(PM) Peak Hour Volumes

Figure 12
Cumulative Traffic Volumes

Table 15
Cumulative Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Existing		Background		Cumulative			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C
1	SR 87 & Taylor St *	AM	04/04/12	21.2	C	21.6	C	21.7	C	0.1	0.015
2	San Pedro St & Taylor St	PM	09/10/13	29.0	C	30.3	C	30.1	C	0.6	0.009
		AM	09/10/13	32.1	C	32.5	C	33.5	C	1.2	0.034
3	N. First St & I-880 SB Ramps *	PM	09/10/13	31.0	C	30.2	C	30.8	C	1.4	0.060
		AM	10/10/12	26.8	C	30.9	C	34.0	C	6.1	0.065
4	N. First St & I-880 NB Ramps *	PM	09/12/12	25.1	C	27.1	C	30.3	C	4.5	0.101
		AM	10/10/12	19.7	B	26.0	C	27.5	C	1.9	0.070
5	N. First St & Hedding St	PM	09/12/12	17.6	B	22.8	C	24.5	C	1.5	0.065
		AM	09/10/13	35.8	D	38.2	D	39.8	D	2.1	0.072
6	N. First St & Taylor St (SJP)	PM	09/10/13	34.8	C	37.3	D	38.0	D	1.5	0.063
		AM	09/10/13	41.6	D	46.7	D	52.9	D	8.4	0.093
7	N. First St & Jackson St	PM	09/10/13	51.2	D	84.9	F	124.8	F	42.7	0.150
		AM	09/10/13	35.8	D	35.9	D	36.7	D	1.0	0.024
8	N. Fourth St & Hedding St (SJP)	PM	09/10/13	30.2	C	30.2	C	30.9	C	0.5	0.014
		AM	09/10/13	35.7	D	37.7	D	38.8	D	1.4	0.060
9	N. Fourth St & Taylor St	PM	09/10/13	38.7	D	41.7	D	43.8	D	2.8	0.092
		AM	09/10/13	31.1	C	34.9	C	38.9	D	7.3	0.096
10	N. Fourth St & Jackson St (SJP)	PM	09/10/13	32.7	C	37.5	D	46.0	D	13.0	0.112
		AM	09/10/13	30.0	C	30.7	C	31.9	C	1.6	0.054
11	N. Seventh St & Hedding St	PM	09/10/13	24.1	C	28.0	C	51.8	D	29.2	0.185
		AM	09/10/13	13.9	B	15.0	B	17.3	B	2.5	0.044
12	N. Seventh St & Taylor St	PM	09/10/13	11.5	B	11.5	B	12.5	B	1.2	0.029
		AM	09/10/13	12.0	B	13.4	B	21.7	C	12.3	0.138
13	N. Tenth St & Hedding St (SJP)	PM	09/10/13	14.6	B	15.6	B	18.9	B	3.7	0.052
		AM	10/04/12	14.5	B	16.8	B	19.2	B	5.0	0.064
14	N. Tenth St & Taylor St (SJP)	PM	10/04/12	29.6	C	39.8	D	54.7	D	20.0	0.093
		AM	10/17/12	9.6	A	10.4	B	10.8	B	0.6	0.042
15	N. Tenth St & Jackson St	PM	10/04/12	19.7	B	25.7	C	38.0	D	15.2	0.119
		AM	10/17/12	10.9	B	11.1	B	11.5	B	0.6	0.027
16	N. Eleventh St & Hedding St	PM	10/04/12	6.3	A	6.1	A	6.8	A	0.4	0.048
		AM	10/04/12	22.8	C	25.0	C	26.6	C	2.0	0.056
17	N. Eleventh St & Taylor St (SJP)	PM	10/04/12	11.0	B	11.9	B	12.3	B	0.5	0.018
		AM	10/04/12	19.9	B	30.6	C	44.1	D	16.2	0.070
18	N. Eleventh St & Jackson St	PM	10/04/12	13.3	B	13.8	B	14.6	B	1.1	0.076
		AM	10/17/12	8.2	A	8.1	A	8.6	A	0.6	0.078
19	Old Oakland Rd & US 101 NB Ramps *	PM	10/04/12	10.8	B	11.4	B	12.3	B	1.1	0.047
		AM	10/10/12	73.0	E	201.8	F	245.8	F	86.9	0.195
20	Old Oakland Rd & US 101 SB Ramps *	PM	09/12/12	21.7	C	59.9	E	84.0	F	36.6	0.094
		AM	10/10/12	26.6	C	32.0	C	33.8	C	2.6	0.052
21	N. Thirteenth St & Hedding St	PM	09/12/12	31.9	C	94.3	F	126.4	F	64.1	0.149
		AM	09/10/13	42.3	D	49.2	D	52.6	D	4.8	0.044
22	N. Thirteenth St & Taylor St	PM	09/10/13	42.3	D	47.2	D	49.4	D	4.0	0.057
		AM	09/10/13	14.5	B	19.2	B	22.8	C	5.8	0.047
		PM	09/10/13	14.6	B	17.4	B	20.1	C	4.5	0.060
Notes: * denotes CMP intersection (SJP) denotes a City of San Jose Protected intersection Bold indicates a significant impact.											

Cumulative Intersection Impacts

The results show that, measured against the City of San Jose and CMP level of service impact criteria, the estimated cumulative project trips collectively would create a significant adverse traffic impact at the following study intersections:

North First Street and Taylor Street (Protected Intersection) – PM Peak Hour

Old Oakland Road and US 101 NB Ramps (CMP Intersection) – AM and PM Peak Hours

Old Oakland Road and US 101 SB Ramps (CMP Intersection) – PM Peak Hour

Japantown Corporation Yard Project Contribution to Cumulative Impacts

The project would contribute a considerable amount of traffic (more than 25 percent) to the North First Street/Taylor Street intersection. The mitigation described under background plus project conditions also would serve as mitigation under cumulative conditions. The mitigation involves payment of the City's Protected Intersection fee, as described in Chapter 5.

The proportion of project-generated traffic would equate to less than 5 percent of the increase in total volume from background traffic conditions to cumulative traffic conditions for the Old Oakland Road/US 101 intersections. Therefore, the project's contribution to the cumulative impacts at the Old Oakland Road/US 101 intersections is not considered considerable. Nevertheless, the project would be required to pay the US 101/Oakland/Mabury TDP traffic impact fee, which will fund interchange improvements.

8. Conclusions

The impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose. An analysis according to the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) guidelines also was prepared, since the project would generate more than 100 peak hour gross vehicle trips. The study determined the traffic impacts of the project on twenty-two (22) signalized intersections, one (1) unsignalized intersection, and fifteen (15) freeway segments in the vicinity of the project site during the weekday AM and PM peak periods of traffic. Project impacts on other transportation facilities, such as bicycle facilities and transit services, were determined on the basis of engineering judgment.

Background Plus Project Intersection Impacts

When measured against the City of San Jose significant impact criteria, which is the City's CEQA measure of impact, the following intersection would be significantly impacted by the project:

North First Street and Taylor Street (PM peak hour)

The level of service at this intersection would be an unacceptable LOS F during the PM peak hour under background conditions, and the added trips as a result of the project would cause the volume-to-capacity (V/C) ratio to increase by 0.058. Based on the City of San Jose level of service impact criteria, this constitutes a significant project impact.

Protected Intersection Requirements

The study intersection of North First Street/Taylor Street has been identified as a City of San Jose Protected Intersection. Protected Intersections consist of locations that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect upon other transportation facilities (such as pedestrian, bicycle, transit systems, etc.). Protected Intersections are, therefore, not required to maintain a Level of Service D, which is the City of San Jose standard. The deficiencies at all 25 Protected Intersections in the City of San Jose have been disclosed and overridden in previous EIRs.

If a development project has significant traffic impacts at a designated Protected Intersection, the project may be approved if offsetting Transportation System Improvements are provided. The offsetting improvements are intended to provide other transportation benefits for the community adjacent to the traffic impact. The improvements may include enhancements to pedestrian, bicycle, and transit facilities, as well as neighborhood traffic calming measures and other roadway improvements.

The LOS Policy has established a fee equal to \$2,000 per net peak hour project trip for one intersection impact and \$3,000 per net peak hour project trip for multiple intersection impacts, plus a 3.5 percent annual cost escalation adjustment, to fund alternative transportation improvements. For the purpose of

determining the Protected Intersection LOS impact fee, net peak hour project trips are defined as the total number of peak hour trips generated by the project during the highest peak hour period after all appropriate trip credits have been applied. The value of the improvements should be equal to the established fees. Since the project significantly impacts one Protected Intersection, the estimated project cost is \$2,000 times 566 net PM peak hour trips, plus a 3.5 percent annual cost escalation adjustment.

Estimated Project Cost: \$1,132,000 (\$2,000 x 566 PM peak hour trips)

US 101/Oakland/Mabury Transportation Development Policy (TDP)

The City of San Jose has identified operational problems along the Oakland Road corridor at the US 101 interchange, which are due primarily to the capacity constraints of the interchange. As a result, the City has identified two key capital improvement projects: 1) modification of the US 101/Oakland Road interchange, including improvements to the Oakland Road/Commercial Street intersection, and 2) construction of a new US 101/Mabury Road interchange. To fund these interchange improvements, the City has developed the US 101/Oakland/Mabury Transportation Development Policy (TDP).

As part of the new Policy, a fee to fund the planned interchange improvements has been adopted. The fee is based on PM peak hour vehicle trips generated by a project. Any project that would add traffic to the US 101/Oakland Road interchange is required to participate in the TDP program. The fee for the US 101/Oakland/Mabury TDP is based on the number of PM peak hour vehicular trips that would be added to the US 101/Oakland Road interchange.

Since the proposed project would send some PM peak hour vehicle trips through the US 101/Oakland Road interchange, the project would be required to pay a fair share contribution toward the planned interchange improvements. The TDP traffic impact fee is \$32,595.15 per each new PM peak hour vehicle trip that would be added to the US 101/Oakland Road interchange. The project would add 20 trips to the interchange during the PM peak hour of traffic.

Estimated US 101/Oakland/Mabury TDP Impact Fee: \$32,595.15 x 20 PM peak hour trips = \$651,903.00

Freeway Segment Analysis

Traffic volumes on the study freeway segments with the project were estimated by adding project trips to the freeway segment volumes obtained from the 2012 CMP Annual Monitoring Report. The results of the freeway segment analysis show that the project would not cause significant increases in traffic volumes (one percent or more of freeway capacity) on any of the study freeway segments currently operating at LOS F, and none of the study freeway segments currently operating at LOS E or better would worsen to LOS F as a result of the project. Therefore, based on CMP freeway impact criteria, none of the study freeway segments would be significantly impacted by the project.

Comparison Between the 2008 and 2013 Traffic Study Results

The 2008 EIR prepared for the original Japantown Corporation Yard project was certified by the City of San Jose on April 21, 2008. Since that time, the project has changed. The purpose of this traffic study is to evaluate the new 2013 Japantown Corporation Yard project and to determine whether changes to the project would result in different conclusions with regard to traffic impacts.

The results of this traffic study are consistent with the results of the 2008 Japantown Corporation Yard traffic study. Both studies show a significant project impact at the protected intersection of North First Street and Taylor Street during the PM peak hour, and both studies show no significant freeway impacts. Where the two traffic studies differ is that the 2008 study showed significant project impacts at the protected intersections of North Tenth Street/Hedding Street and North Tenth Street/Taylor Street, while the 2013 study shows no project impacts at these locations. The reason for the difference is that the background roadway network assumptions are different between the two studies. The 2008 study assumed the originally planned conversion of North Tenth and Eleventh Streets between Julian and Hedding Streets from one-way streets to two-way streets. However, this couplet conversion never occurred. Instead, the City reduced the number of travel lanes on both one-way streets from three lanes

to two lanes and added buffered bike lanes. Although one travel lane has been removed from each street, the intersection levels of service are acceptable. The couplet conversion is no longer being considered by the City of San Jose.

Cumulative Intersection Impacts

The results show that, measured against the City of San Jose and CMP level of service impact criteria, the estimated cumulative project trips collectively would create a significant adverse traffic impact at the following study intersections:

North First Street and Taylor Street (Protected Intersection) – PM Peak Hour
Old Oakland Road and US 101 NB Ramps (CMP Intersection) – AM and PM Peak Hours
Old Oakland Road and US 101 SB Ramps (CMP Intersection) – PM Peak Hour

Japantown Corporation Yard Project Contribution to Cumulative Impacts

The project would contribute a considerable amount of traffic (more than 25 percent) to the North First Street/Taylor Street intersection. The mitigation described under background plus project conditions also would serve as mitigation under cumulative conditions. The mitigation involves payment of the City's Protected Intersection fee, as previously described.

The proportion of project-generated traffic would equate to less than 5 percent of the increase in total volume from background traffic conditions to cumulative traffic conditions for the Old Oakland Road/US 101 intersections. Therefore, the project's contribution to the cumulative impacts at the Old Oakland Road/US 101 intersections is not considered considerable. Nevertheless, the project would be required to pay the US 101/Oakland/Mabury TDP traffic impact fee, which will fund interchange improvements.

Other Transportation Issues

The project would not have an adverse effect on existing transit, bicycle or pedestrian facilities in the study area.

A comprehensive evaluation of site access and on-site circulation will be prepared once a detailed site plan is provided. Parking supply and layout also will be addressed at that time.

Japantown Corporation Yard
Draft Transportation Impact Analysis
Technical Appendices

Appendix A

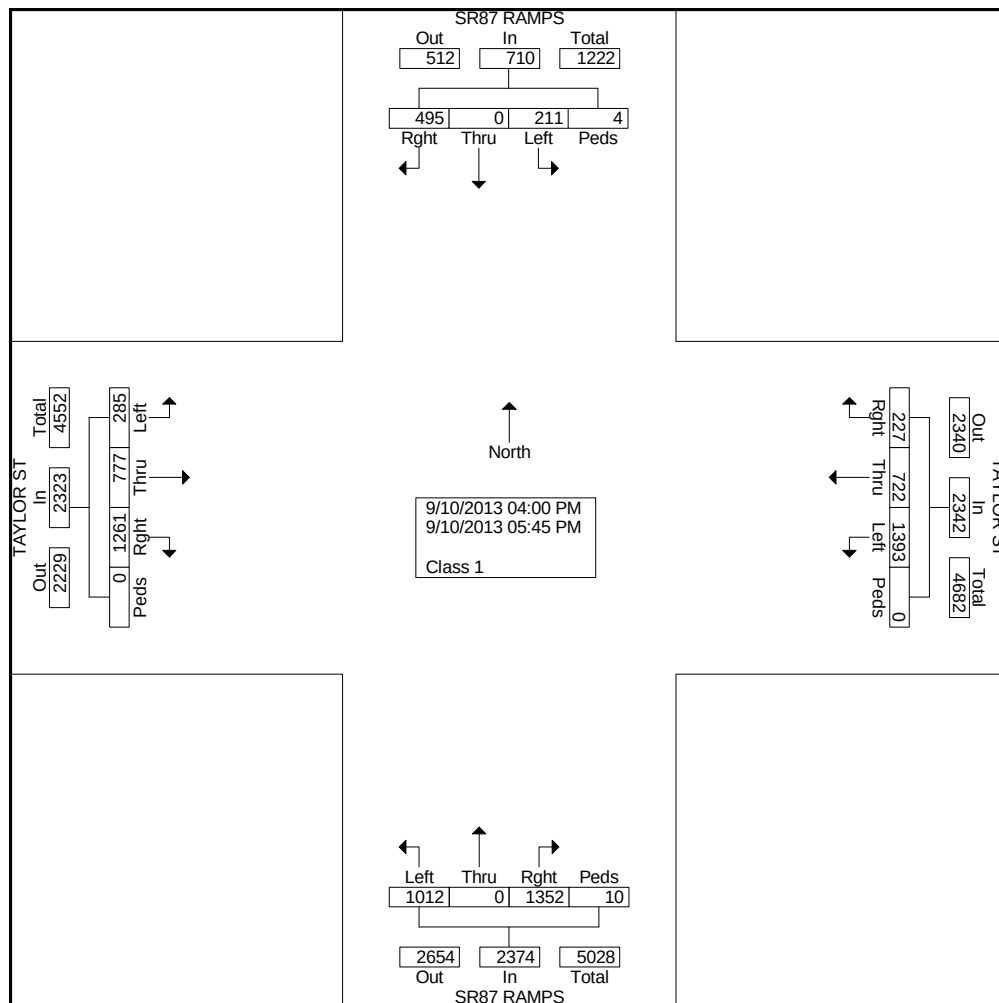
New Traffic Counts

All Traffic Data Services, Inc
2187 Kingsbury Cir
Santa Clara, CA 95054
www.alltrafficdata.net

File Name : #3 SR87&TAYLORPM
Site Code : 3
Start Date : 9/10/2013
Page No : 1

Groups Printed- Class 1

	SR87 RAMPS Southbound				TAYLOR ST Westbound				SR87 RAMPS Northbound				TAYLOR ST Eastbound				Int. Total
Start Time	Rght	Thru	Left	Peds	Rght	Thru	Left	Peds	Rght	Thru	Left	Peds	Rght	Thru	Left	Peds	
04:00 PM	50	0	31	0	32	63	189	0	159	0	121	1	161	87	50	0	944
04:15 PM	45	0	26	0	20	76	174	0	165	0	117	0	154	87	32	0	896
04:30 PM	62	0	21	0	36	74	195	0	166	0	103	1	139	94	34	0	925
04:45 PM	64	0	22	1	25	70	152	0	177	0	147	3	179	89	27	0	956
Total	221	0	100	1	113	283	710	0	667	0	488	5	633	357	143	0	3721
05:00 PM	67	0	23	2	40	113	204	0	191	0	133	1	146	101	52	0	1073
05:15 PM	71	0	30	1	27	124	166	0	180	0	135	0	174	113	32	0	1053
05:30 PM	63	0	22	0	27	117	171	0	139	0	134	4	152	105	32	0	966
05:45 PM	73	0	36	0	20	85	142	0	175	0	122	0	156	101	26	0	936
Total	274	0	111	3	114	439	683	0	685	0	524	5	628	420	142	0	4028
Grand Total	495	0	211	4	227	722	1393	0	1352	0	1012	10	1261	777	285	0	7749
Apprch %	69.7	0	29.7	0.6	9.7	30.8	59.5	0	57	0	42.6	0.4	54.3	33.4	12.3	0	
Total %	6.4	0	2.7	0.1	2.9	9.3	18	0	17.4	0	13.1	0.1	16.3	10	3.7	0	



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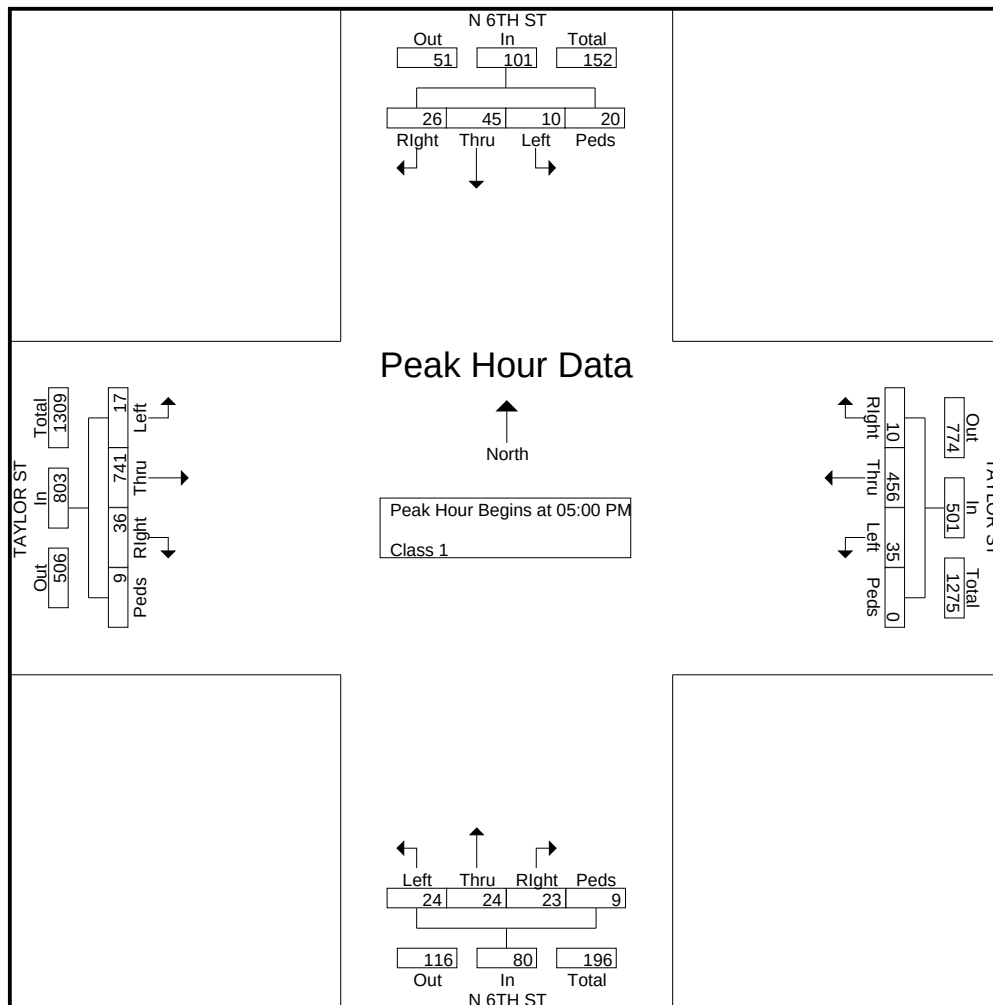
File Name : #15 6TH&TAYLORPM

Site Code : 00000000

Start Date : 9/10/2013

Page No : 2

	N 6TH ST Southbound					TAYLOR ST Westbound					N 6TH ST Northbound					TAYLOR ST 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	9	12	0	4	25	4	116	14	0	134	4	12	4	2	22	13	150	8	1	172	353
05:15 PM	8	11	4	3	26	3	105	9	0	117	4	4	3	5	16	10	209	1	4	224	383
05:30 PM	6	11	3	2	22	1	119	6	0	126	5	6	6	2	19	9	197	5	1	212	379
05:45 PM	3	11	3	11	28	2	116	6	0	124	10	2	11	0	23	4	185	3	3	195	370
Total Volume	26	45	10	20	101	10	456	35	0	501	23	24	24	9	80	36	741	17	9	803	1485
% App. Total	25.7	44.6	9.9	19.8		2	91	7	0		28.8	30	30	11.2		4.5	92.3	2.1	1.1		
PHF	.722	.938	.625	.455	.902	.625	.958	.625	.000	.935	.575	.500	.545	.450	.870	.692	.886	.531	.563	.896	.969



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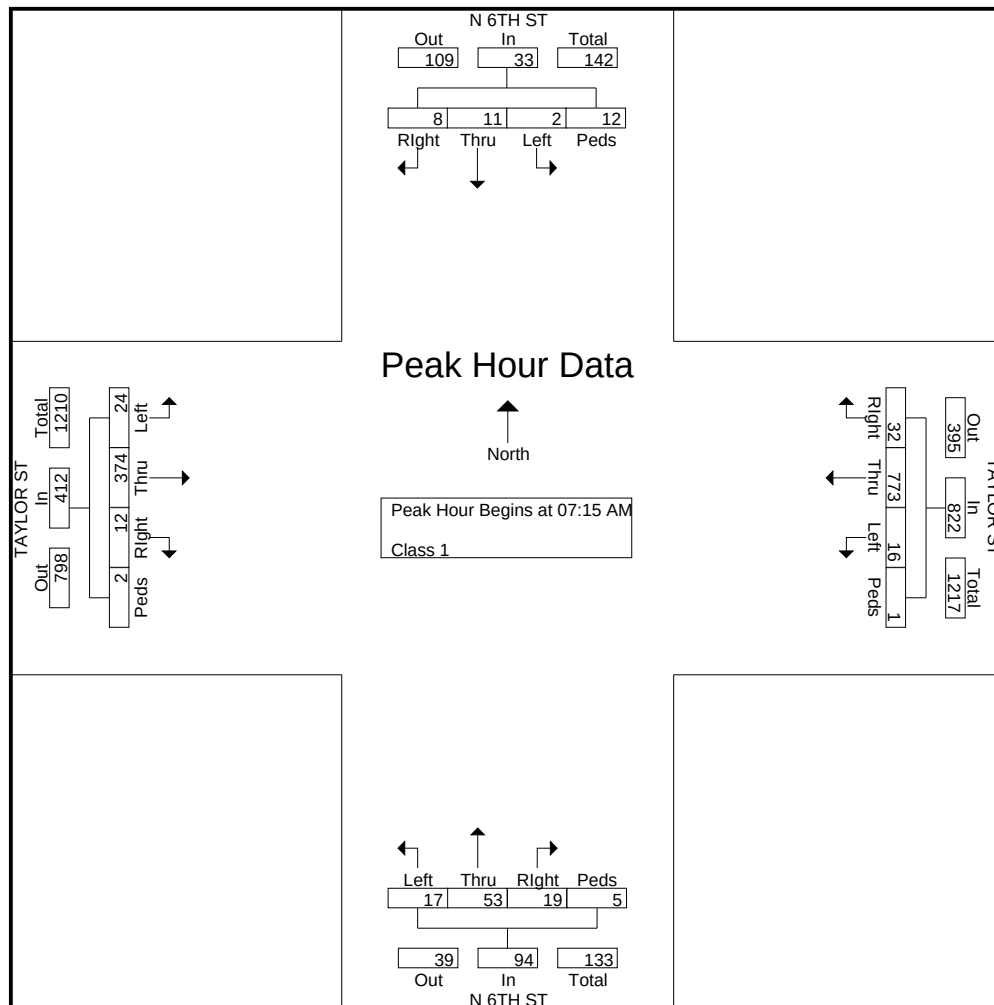
File Name : #15 6TH&TAYLORAM

Site Code : 00000000

Start Date : 9/10/2013

Page No : 2

	N 6TH ST Southbound					TAYLOR ST Westbound					N 6TH ST Northbound					TAYLOR ST 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	1	6	1	0	8	11	196	3	0	210	5	11	3	2	21	2	93	9	1	105	344
07:30 AM	2	2	0	6	10	5	218	1	0	224	4	13	2	1	20	1	86	3	0	90	344
07:45 AM	3	3	0	2	8	7	189	10	1	207	6	13	10	0	29	3	116	9	0	128	372
08:00 AM	2	0	1	4	7	9	170	2	0	181	4	16	2	2	24	6	79	3	1	89	301
Total Volume	8	11	2	12	33	32	773	16	1	822	19	53	17	5	94	12	374	24	2	412	1361
% App. Total	24.2	33.3	6.1	36.4		3.9	94	1.9	0.1		20.2	56.4	18.1	5.3		2.9	90.8	5.8	0.5		
PHF	.667	.458	.500	.500	.825	.727	.886	.400	.250	.917	.792	.828	.425	.625	.810	.500	.806	.667	.500	.805	.915



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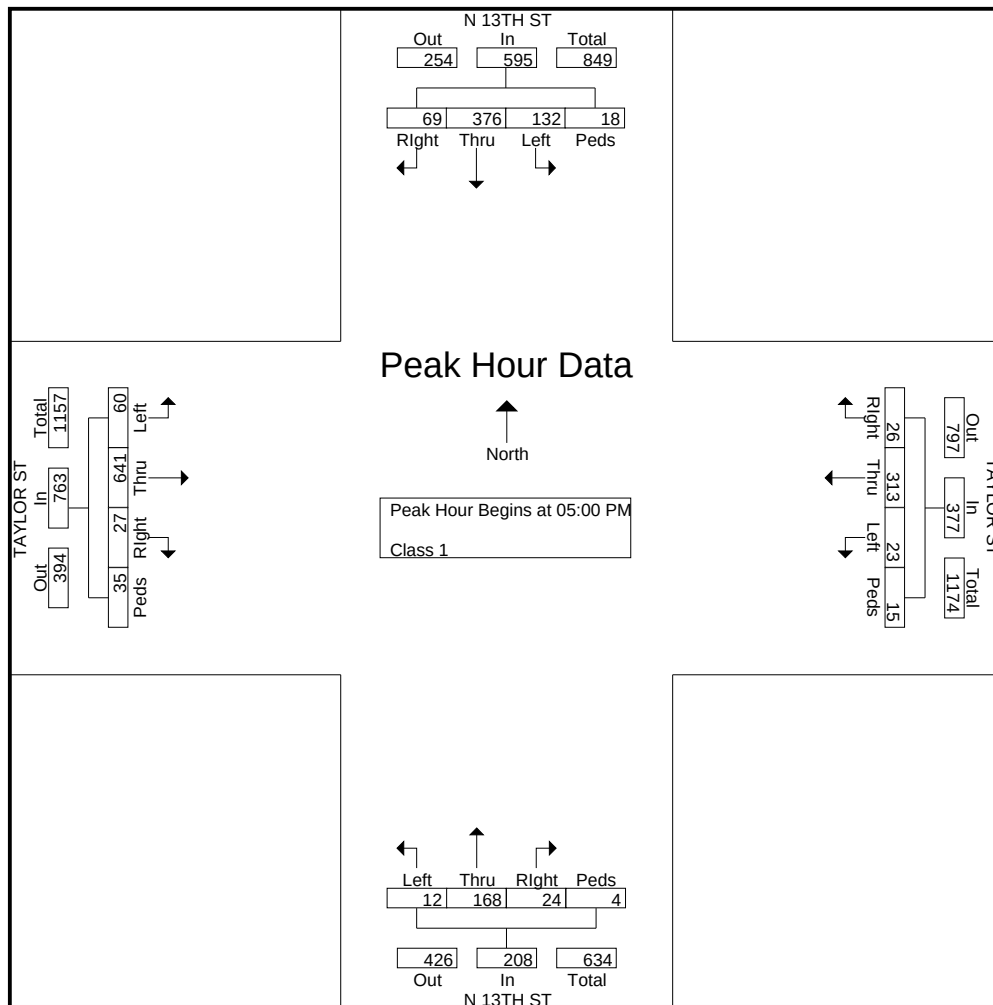
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Site Code : 00000000

Start Date : 9/10/2013

Page No : 2

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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	19	84	39	5	147	4	82	4	6	96	5	37	3	2	47	5	144	14	11	174	464
05:15 PM	15	87	32	5	139	3	88	9	3	103	6	48	2	0	56	2	182	22	4	210	508
05:30 PM	19	117	32	5	173	7	73	7	2	89	4	51	5	1	61	13	174	9	11	207	530
05:45 PM	16	88	29	3	136	12	70	3	4	89	9	32	2	1	44	7	141	15	9	172	441
Total Volume	69	376	132	18	595	26	313	23	15	377	24	168	12	4	208	27	641	60	35	763	1943
% App. Total	11.6	63.2	22.2	3		6.9	83	6.1	4		11.5	80.8	5.8	1.9		3.5	84	7.9	4.6		
PHF	.908	.803	.846	.900	.860	.542	.889	.639	.625	.915	.667	.824	.600	.500	.852	.519	.880	.682	.795	.908	.917



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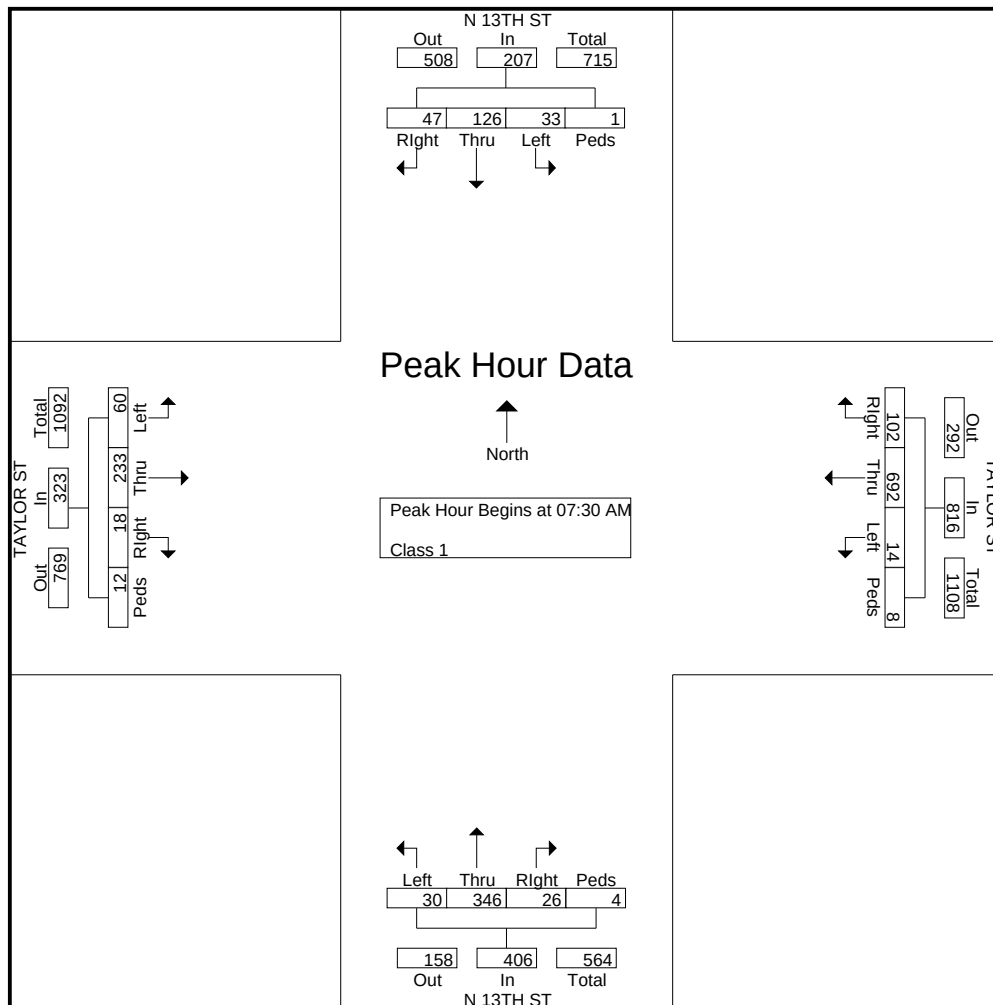
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Start Date : 9/10/2013

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	N 13TH ST Southbound					TAYLOR ST Westbound					N 13TH ST Northbound					TAYLOR ST 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	7	28	12	0	47	35	184	3	2	224	5	85	6	0	96	8	61	12	3	84	451
07:45 AM	9	26	8	1	44	25	180	5	5	215	7	89	7	3	106	3	71	18	4	96	461
08:00 AM	20	33	11	0	64	20	157	2	1	180	7	86	7	1	101	6	59	12	2	79	424
08:15 AM	11	39	2	0	52	22	171	4	0	197	7	86	10	0	103	1	42	18	3	64	416
Total Volume	47	126	33	1	207	102	692	14	8	816	26	346	30	4	406	18	233	60	12	323	1752
% App. Total	22.7	60.9	15.9	0.5		12.5	84.8	1.7	1		6.4	85.2	7.4	1		5.6	72.1	18.6	3.7		
PHF	.588	.808	.688	.250	.809	.729	.940	.700	.400	.911	.929	.972	.750	.333	.958	.563	.820	.833	.750	.841	.950



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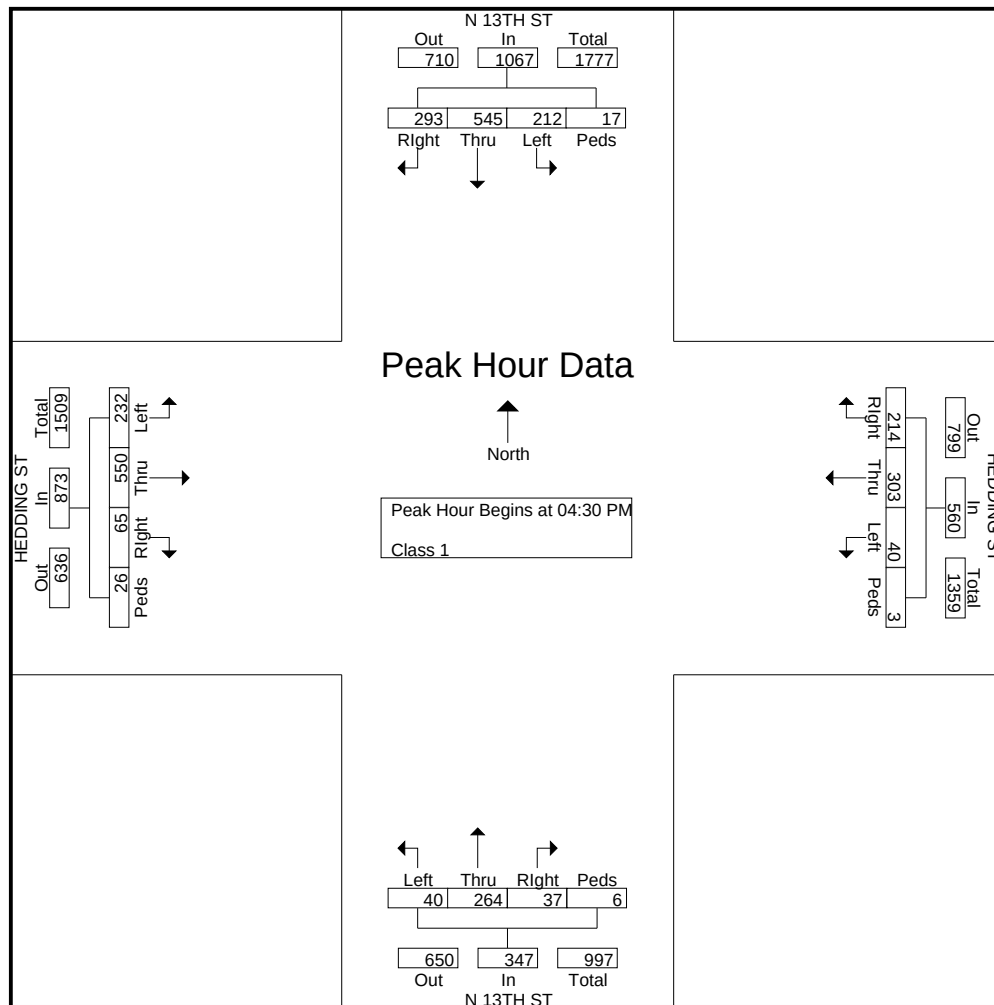
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Start Date : 9/10/2013

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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 04:30 PM																					
04:30 PM	76	144	52	3	275	69	80	12	0	161	11	78	7	1	97	15	130	63	7	215	748
04:45 PM	69	126	55	6	256	43	77	8	0	128	7	57	11	2	77	20	115	55	6	196	657
05:00 PM	57	128	51	4	240	60	74	10	2	146	5	58	12	0	75	14	158	52	9	233	694
05:15 PM	91	147	54	4	296	42	72	10	1	125	14	71	10	3	98	16	147	62	4	229	748
Total Volume	293	545	212	17	1067	214	303	40	3	560	37	264	40	6	347	65	550	232	26	873	2847
% App. Total	27.5	51.1	19.9	1.6		38.2	54.1	7.1	0.5		10.7	76.1	11.5	1.7		7.4	63	26.6	3		
PHF	.805	.927	.964	.708	.901	.775	.947	.833	.375	.870	.661	.846	.833	.500	.885	.813	.870	.921	.722	.937	.952



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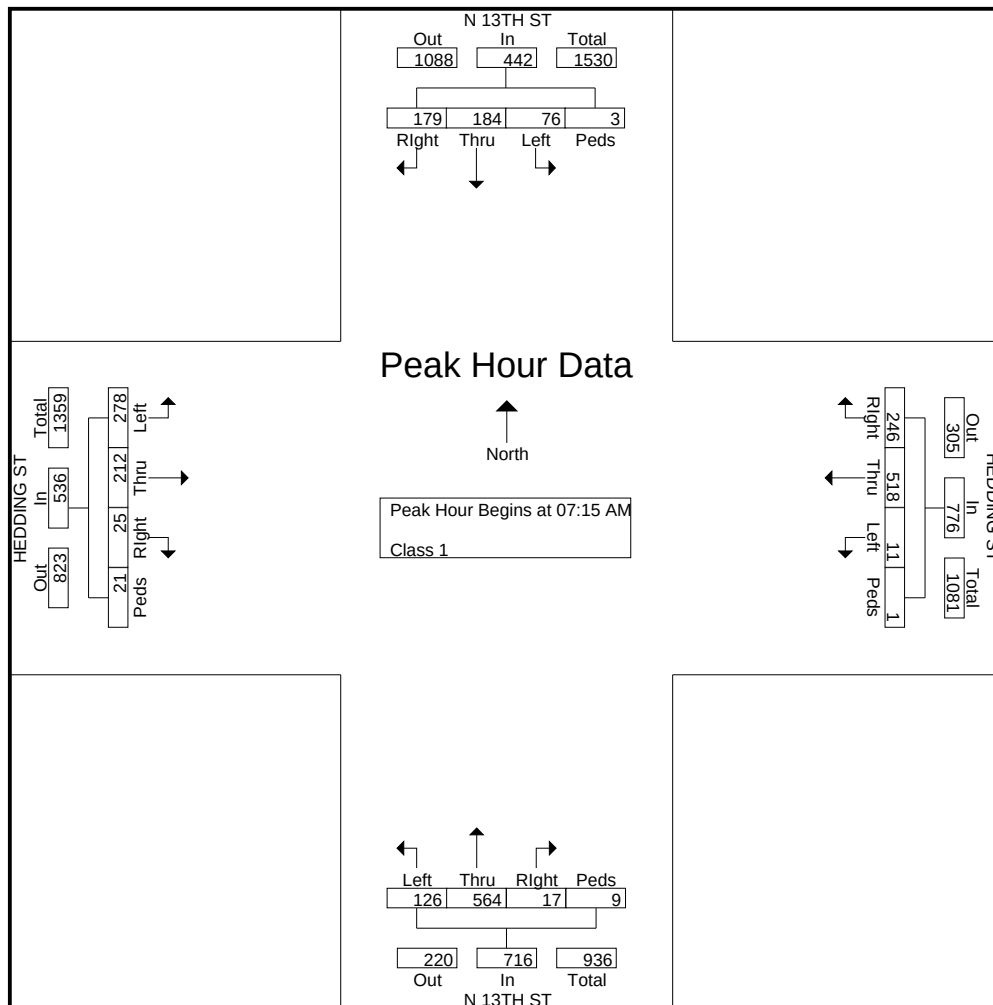
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	40	55	29	0	124	74	115	0	0	189	6	131	26	3	166	7	55	76	2	140	619
07:30 AM	44	43	19	1	107	65	127	3	0	195	5	153	31	1	190	7	64	72	7	150	642
07:45 AM	48	37	19	1	105	45	145	5	0	195	2	144	37	3	186	3	49	61	6	119	605
08:00 AM	47	49	9	1	106	62	131	3	1	197	4	136	32	2	174	8	44	69	6	127	604
Total Volume	179	184	76	3	442	246	518	11	1	776	17	564	126	9	716	25	212	278	21	536	2470
% App. Total	40.5	41.6	17.2	0.7		31.7	66.8	1.4	0.1		2.4	78.8	17.6	1.3		4.7	39.6	51.9	3.9		
PHF	.932	.836	.655	.750	.891	.831	.893	.550	.250	.985	.708	.922	.851	.750	.942	.781	.828	.914	.750	.893	.962



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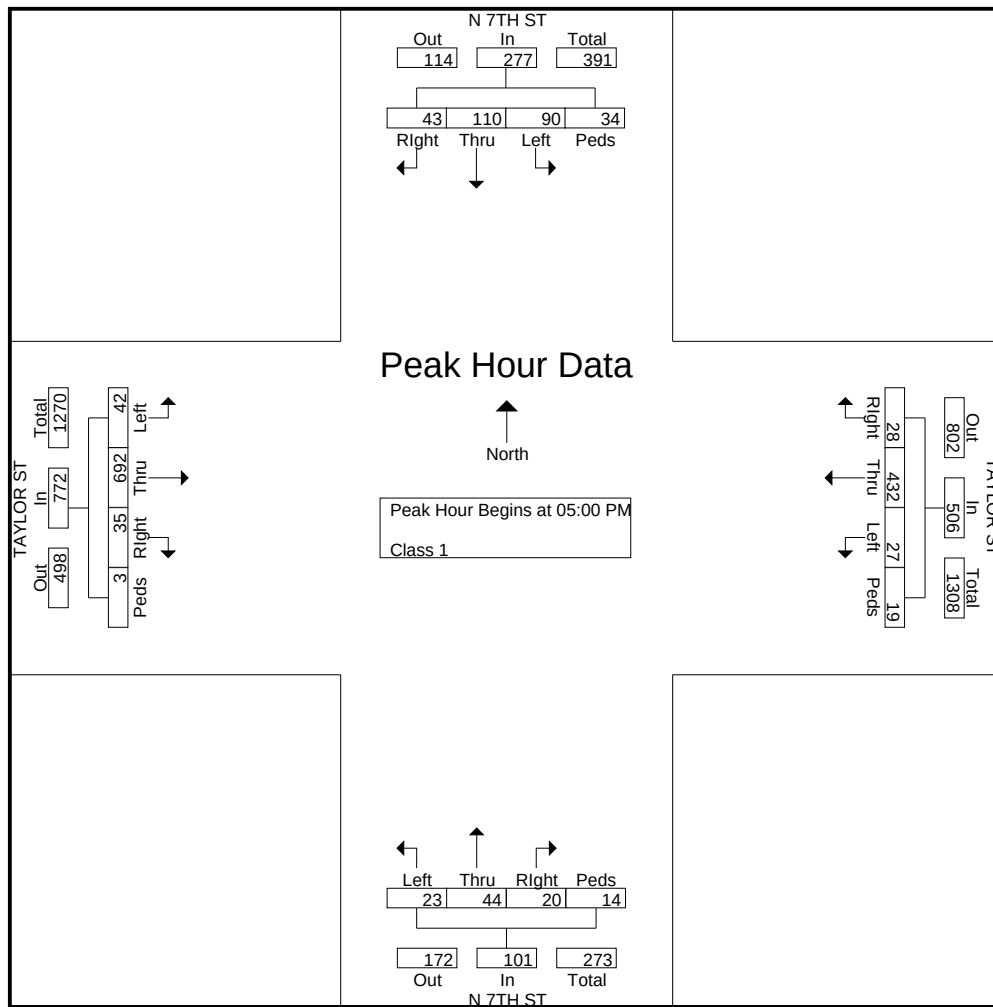
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	15	9	32	8	64	5	117	6	8	136	3	13	3	3	22	2	152	8	1	163	385
05:15 PM	13	37	22	7	79	6	104	7	2	119	7	7	7	5	26	12	182	15	1	210	434
05:30 PM	10	39	20	2	71	3	96	4	2	105	5	10	8	2	25	11	181	14	1	207	408
05:45 PM	5	25	16	17	63	14	115	10	7	146	5	14	5	4	28	10	177	5	0	192	429
Total Volume	43	110	90	34	277	28	432	27	19	506	20	44	23	14	101	35	692	42	3	772	1656
% App. Total	15.5	39.7	32.5	12.3		5.5	85.4	5.3	3.8		19.8	43.6	22.8	13.9		4.5	89.6	5.4	0.4		
PHF	.717	.705	.703	.500	.877	.500	.923	.675	.594	.866	.714	.786	.719	.700	.902	.729	.951	.700	.750	.919	.954



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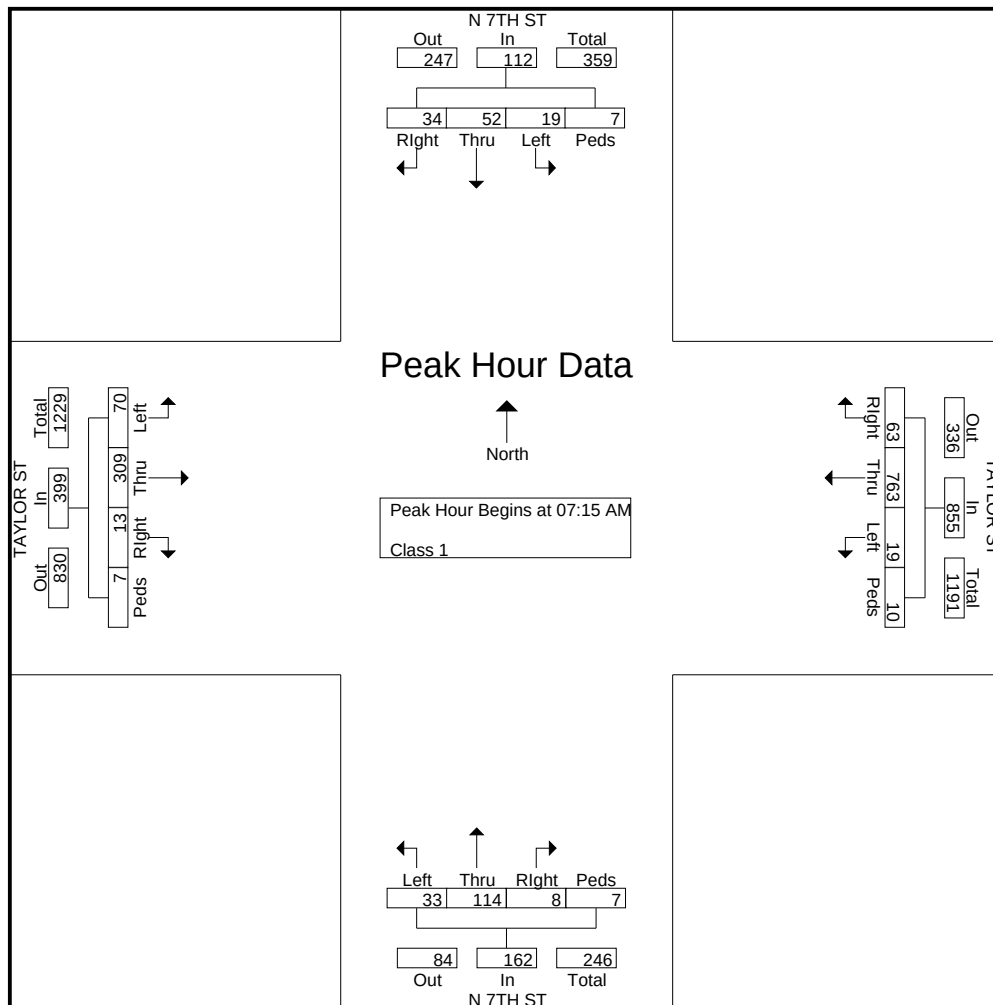
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Start Date : 9/10/2013

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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	7	23	13	1	44	17	200	3	4	224	1	28	4	3	36	4	89	13	2	108	412
07:30 AM	6	10	3	4	23	9	198	4	5	216	0	29	14	1	44	1	77	13	4	95	378
07:45 AM	11	9	1	1	22	22	195	5	1	223	3	16	6	2	27	5	95	25	0	125	397
08:00 AM	10	10	2	1	23	15	170	7	0	192	4	41	9	1	55	3	48	19	1	71	341
Total Volume	34	52	19	7	112	63	763	19	10	855	8	114	33	7	162	13	309	70	7	399	1528
% App. Total	30.4	46.4	17	6.2		7.4	89.2	2.2	1.2		4.9	70.4	20.4	4.3		3.3	77.4	17.5	1.8		
PHF	.773	.565	.365	.438	.636	.716	.954	.679	.500	.954	.500	.695	.589	.583	.736	.650	.813	.700	.438	.798	.927



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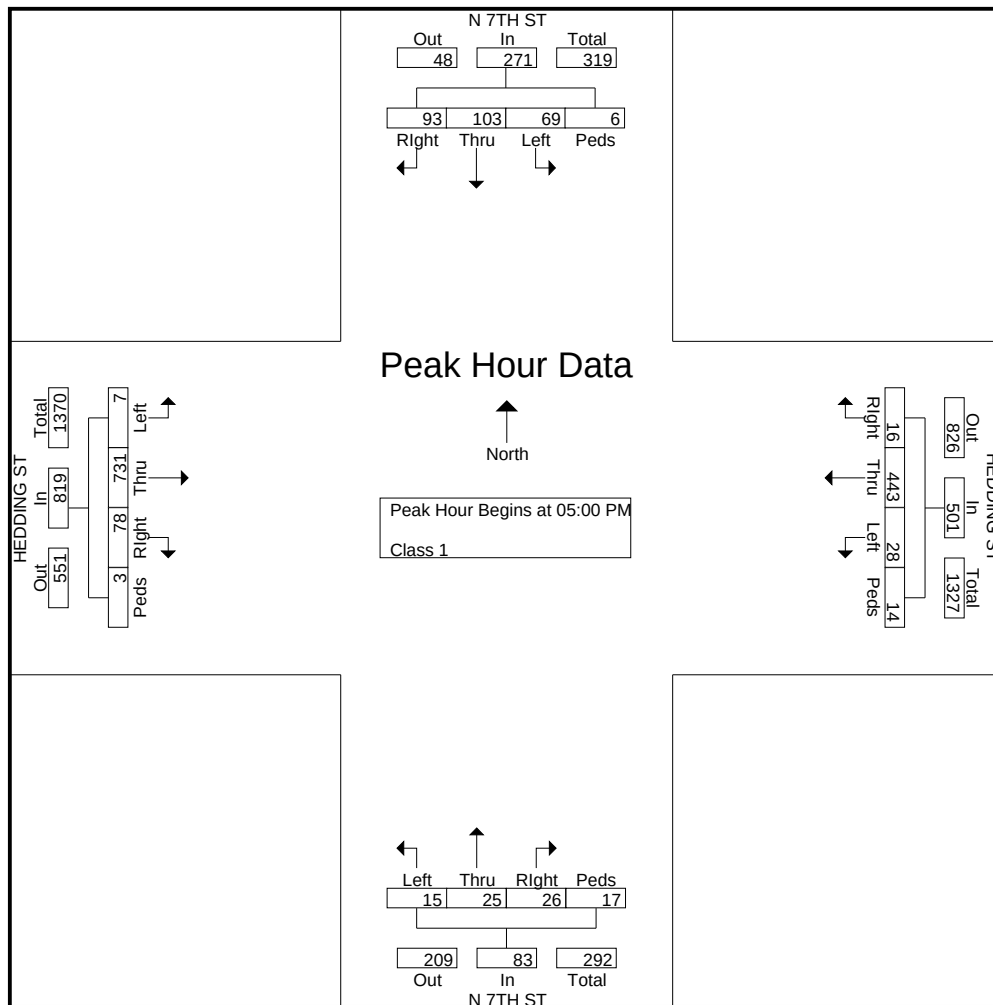
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Start Date : 9/10/2013

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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	29	22	20	3	74	3	93	3	9	108	10	7	6	7	30	15	180	1	0	196	408
05:15 PM	30	32	16	1	79	7	127	8	2	144	6	7	2	2	17	15	196	1	1	213	453
05:30 PM	15	34	19	0	68	5	118	11	0	134	5	5	2	1	13	24	180	2	1	207	422
05:45 PM	19	15	14	2	50	1	105	6	3	115	5	6	5	7	23	24	175	3	1	203	391
Total Volume	93	103	69	6	271	16	443	28	14	501	26	25	15	17	83	78	731	7	3	819	1674
% App. Total	34.3	38	25.5	2.2		3.2	88.4	5.6	2.8		31.3	30.1	18.1	20.5		9.5	89.3	0.9	0.4		
PHF	.775	.757	.863	.500	.858	.571	.872	.636	.389	.870	.650	.893	.625	.607	.692	.813	.932	.583	.750	.961	.924



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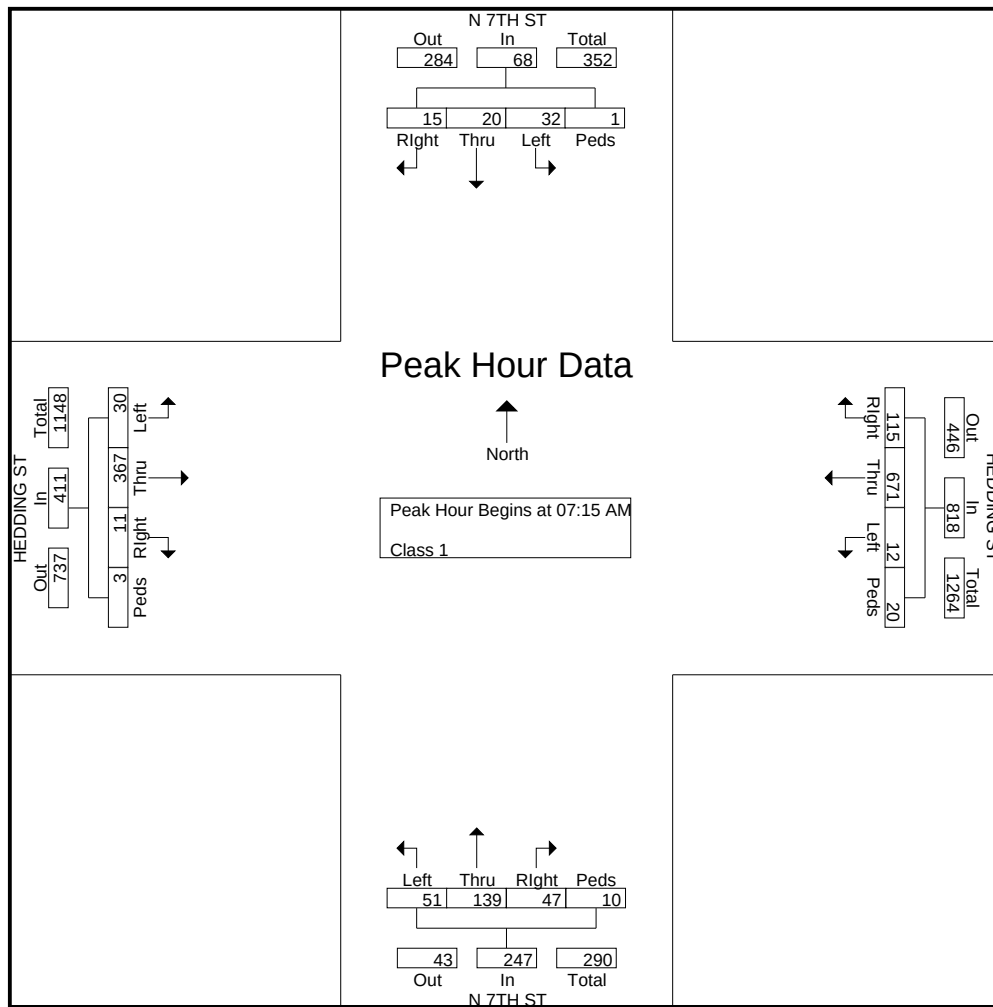
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Start Date : 9/10/2013

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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	5	4	6	1	16	28	166	3	5	202	6	26	12	3	47	4	132	4	3	143	408
07:30 AM	4	4	6	0	14	16	146	3	7	172	12	33	13	7	65	2	102	5	0	109	360
07:45 AM	5	6	8	0	19	42	172	2	5	221	12	41	13	0	66	3	69	13	0	85	391
08:00 AM	1	6	12	0	19	29	187	4	3	223	17	39	13	0	69	2	64	8	0	74	385
Total Volume	15	20	32	1	68	115	671	12	20	818	47	139	51	10	247	11	367	30	3	411	1544
% App. Total	22.1	29.4	47.1	1.5		14.1	82	1.5	2.4		19	56.3	20.6	4		2.7	89.3	7.3	0.7		
PHF	.750	.833	.667	.250	.895	.685	.897	.750	.714	.917	.691	.848	.981	.357	.895	.688	.695	.577	.250	.719	.946



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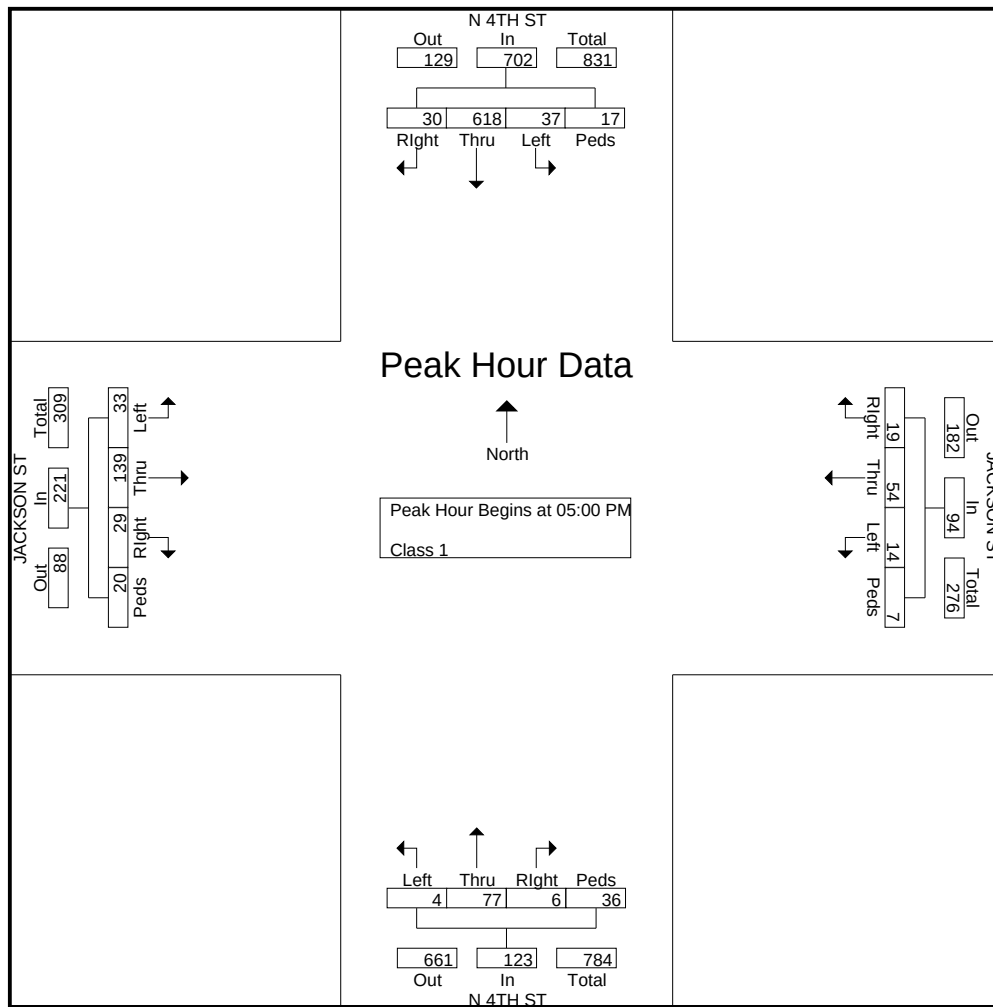
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Site Code : 00000000

Start Date : 9/10/2013

Page No : 2

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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	6	158	6	1	171	7	16	4	4	31	1	18	3	14	36	6	30	7	8	51	289
05:15 PM	7	141	10	4	162	4	15	3	2	24	2	19	0	5	26	11	37	10	4	62	274
05:30 PM	10	160	8	7	185	4	12	4	1	21	2	24	0	9	35	7	32	8	2	49	290
05:45 PM	7	159	13	5	184	4	11	3	0	18	1	16	1	8	26	5	40	8	6	59	287
Total Volume	30	618	37	17	702	19	54	14	7	94	6	77	4	36	123	29	139	33	20	221	1140
% App. Total	4.3	88	5.3	2.4		20.2	57.4	14.9	7.4		4.9	62.6	3.3	29.3		13.1	62.9	14.9	9		
PHF	.750	.966	.712	.607	.949	.679	.844	.875	.438	.758	.750	.802	.333	.643	.854	.659	.869	.825	.625	.891	.983



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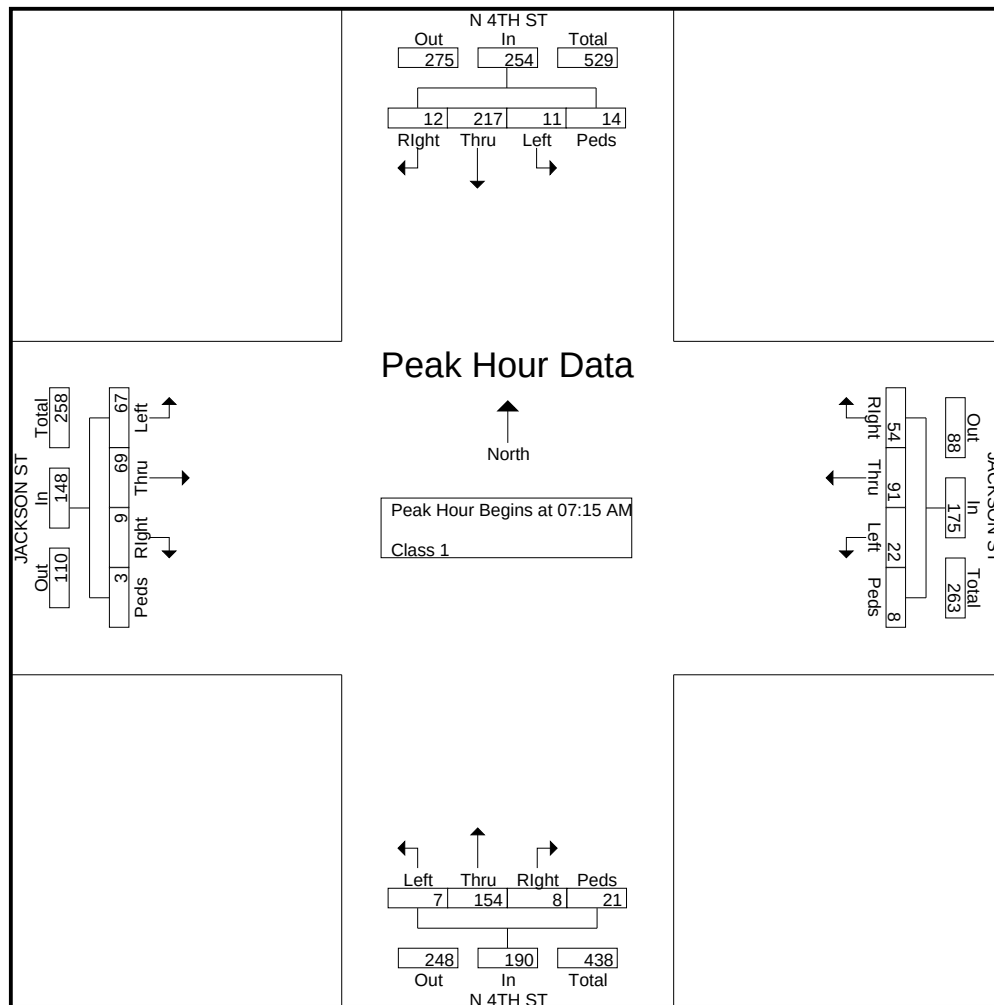
File Name : #10 4TH&JACKSONAM

Site Code : 00000000

Start Date : 9/10/2013

Page No : 2

	N 4TH ST Southbound					JACKSON ST Westbound					N 4TH ST Northbound					JACKSON ST 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	4	86	4	3	97	20	15	2	6	43	2	44	1	5	52	5	13	19	2	39	231
07:30 AM	1	38	5	3	47	8	17	3	1	29	1	35	0	2	38	0	18	10	0	28	142
07:45 AM	4	50	2	2	58	13	23	4	1	41	4	46	4	9	63	2	21	21	1	45	207
08:00 AM	3	43	0	6	52	13	36	13	0	62	1	29	2	5	37	2	17	17	0	36	187
Total Volume	12	217	11	14	254	54	91	22	8	175	8	154	7	21	190	9	69	67	3	148	767
% App. Total	4.7	85.4	4.3	5.5		30.9	52	12.6	4.6		4.2	81.1	3.7	11.1		6.1	46.6	45.3	2		
PHF	.750	.631	.550	.583	.655	.675	.632	.423	.333	.706	.500	.837	.438	.583	.754	.450	.821	.798	.375	.822	.830



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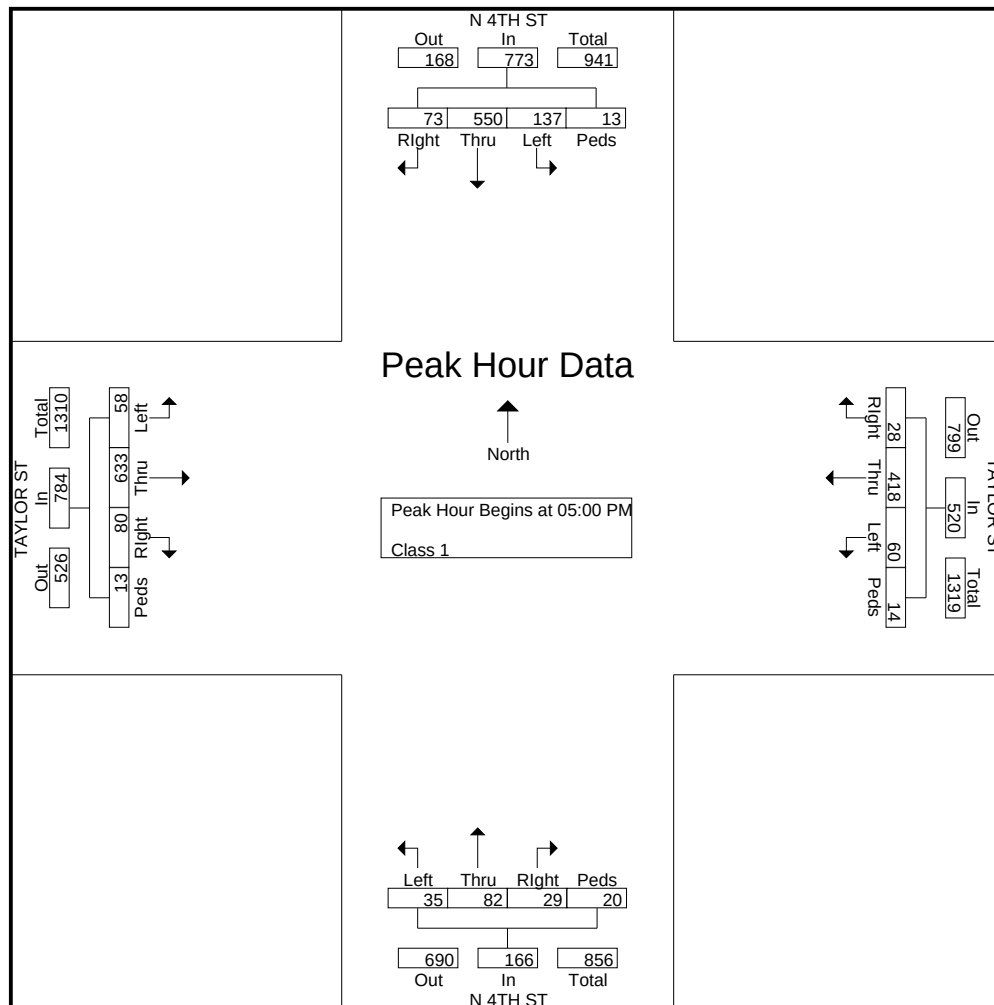
File Name : #9 4TH&TAYLORPM

Site Code : 00000000

Start Date : 9/10/2013

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	N 4TH ST Southbound					TAYLOR ST Westbound					N 4TH ST Northbound					TAYLOR ST 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	17	130	32	8	187	5	110	20	3	138	6	21	10	7	44	23	142	13	6	184	553
05:15 PM	26	137	38	2	203	10	102	10	2	124	7	23	6	4	40	14	161	13	1	189	556
05:30 PM	14	140	35	2	191	11	107	16	6	140	6	19	11	7	43	25	181	16	3	225	599
05:45 PM	16	143	32	1	192	2	99	14	3	118	10	19	8	2	39	18	149	16	3	186	535
Total Volume	73	550	137	13	773	28	418	60	14	520	29	82	35	20	166	80	633	58	13	784	2243
% App. Total	9.4	71.2	17.7	1.7		5.4	80.4	11.5	2.7		17.5	49.4	21.1	12		10.2	80.7	7.4	1.7		
PHF	.702	.962	.901	.406	.952	.636	.950	.750	.583	.929	.725	.891	.795	.714	.943	.800	.874	.906	.542	.871	.936



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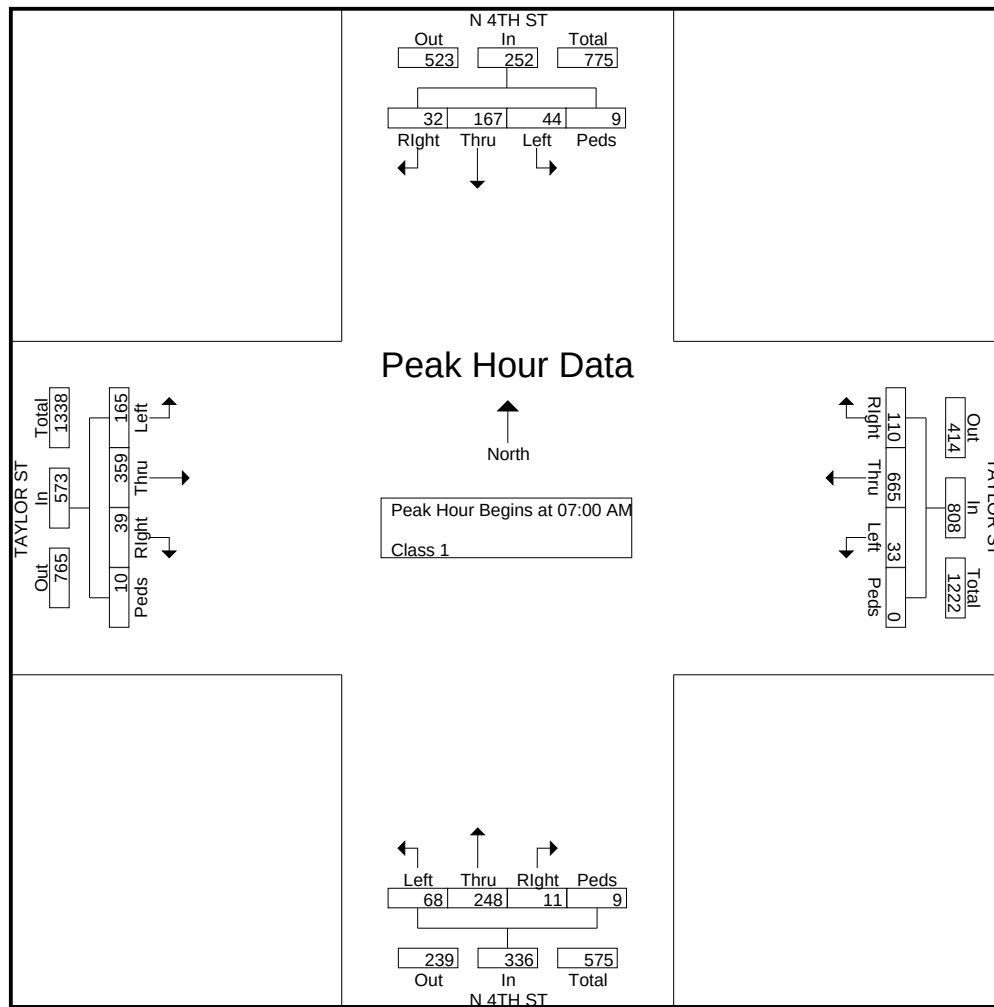
File Name : #9 4TH&TAYLORAM

Site Code : 00000000

Start Date : 9/10/2013

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	N 4TH ST Southbound					TAYLOR ST Westbound					N 4TH ST Northbound					TAYLOR ST 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 07:00 AM																					
07:00 AM	13	38	12	3	66	24	166	8	0	198	2	59	25	2	88	8	71	38	6	123	475
07:15 AM	9	82	23	0	114	34	156	4	0	194	1	71	23	5	100	10	78	39	3	130	538
07:30 AM	6	25	7	5	43	27	188	10	0	225	3	46	5	0	54	8	91	39	0	138	460
07:45 AM	4	22	2	1	29	25	155	11	0	191	5	72	15	2	94	13	119	49	1	182	496
Total Volume	32	167	44	9	252	110	665	33	0	808	11	248	68	9	336	39	359	165	10	573	1969
% App. Total	12.7	66.3	17.5	3.6		13.6	82.3	4.1	0		3.3	73.8	20.2	2.7		6.8	62.7	28.8	1.7		
PHF	.615	.509	.478	.450	.553	.809	.884	.750	.000	.898	.550	.861	.680	.450	.840	.750	.754	.842	.417	.787	.915



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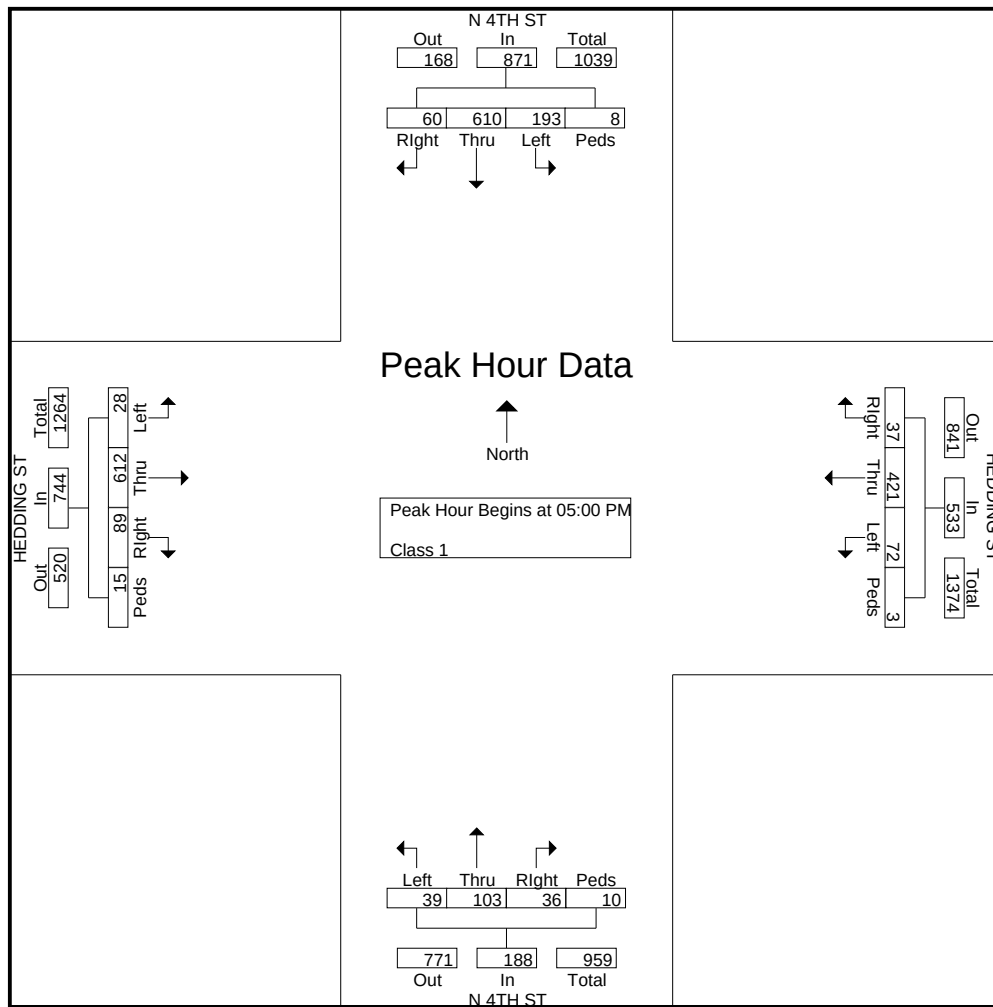
File Name : #8 4TH&HEDDINGPM

Site Code : 00000000

Start Date : 9/10/2013

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	N 4TH ST Southbound					HEDDING ST Westbound					N 4TH ST Northbound					HEDDING ST 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	19	157	52	3	231	6	99	18	0	123	10	29	6	2	47	19	154	8	4	185	586
05:15 PM	10	161	41	1	213	17	105	21	0	143	9	29	9	2	49	25	162	9	4	200	605
05:30 PM	17	156	53	2	228	4	119	22	1	146	10	24	9	3	46	18	153	2	2	175	595
05:45 PM	14	136	47	2	199	10	98	11	2	121	7	21	15	3	46	27	143	9	5	184	550
Total Volume	60	610	193	8	871	37	421	72	3	533	36	103	39	10	188	89	612	28	15	744	2336
% App. Total	6.9	70	22.2	0.9		6.9	79	13.5	0.6		19.1	54.8	20.7	5.3		12	82.3	3.8	2		
PHF	.789	.947	.910	.667	.943	.544	.884	.818	.375	.913	.900	.888	.650	.833	.959	.824	.944	.778	.750	.930	.965



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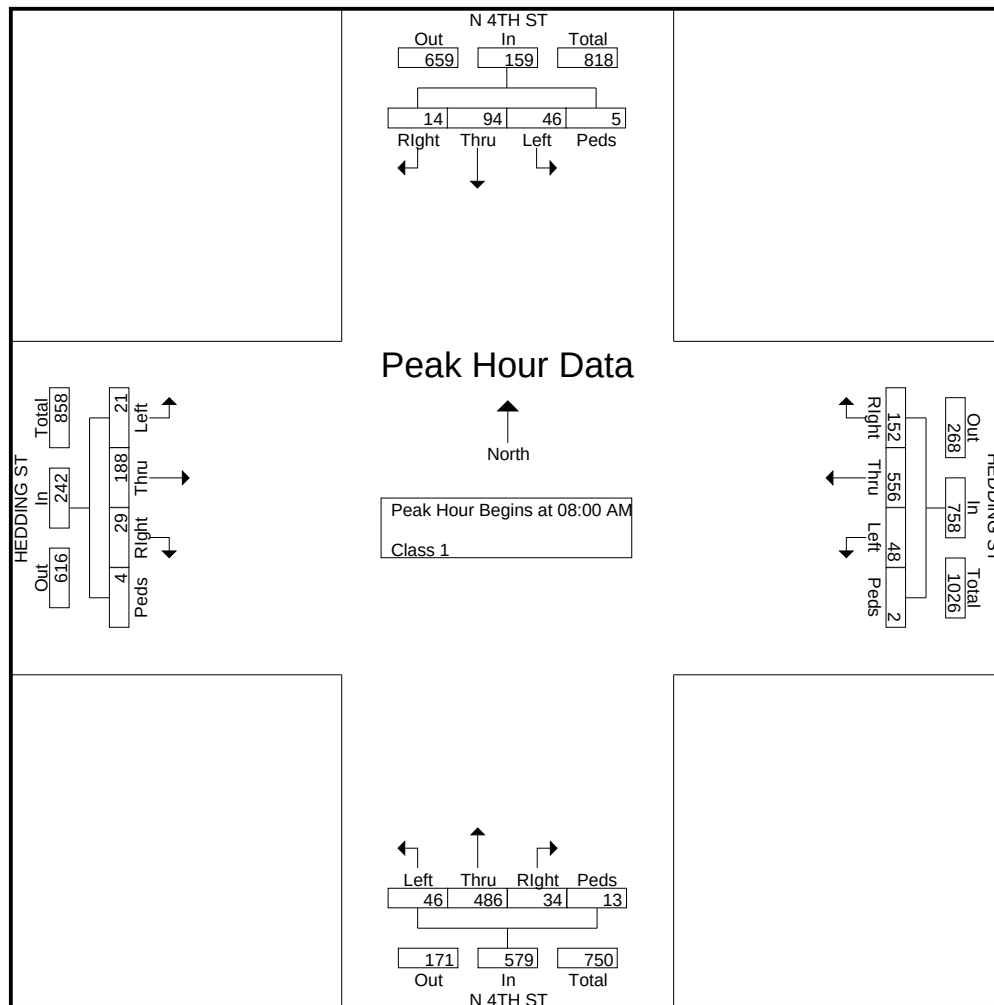
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Site Code : 00000000

Start Date : 9/10/2013

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	N 4TH ST Southbound					HEDDING ST Westbound					N 4TH ST Northbound					HEDDING ST 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	3	19	10	1	33	32	142	23	1	198	11	113	12	7	143	6	48	4	0	58	432
08:15 AM	2	23	10	2	37	38	137	6	0	181	5	128	11	1	145	3	45	2	2	52	415
08:30 AM	3	30	8	1	42	39	134	9	0	182	11	119	9	5	144	14	44	6	1	65	433
08:45 AM	6	22	18	1	47	43	143	10	1	197	7	126	14	0	147	6	51	9	1	67	458
Total Volume	14	94	46	5	159	152	556	48	2	758	34	486	46	13	579	29	188	21	4	242	1738
% App. Total	8.8	59.1	28.9	3.1		20.1	73.4	6.3	0.3		5.9	83.9	7.9	2.2		12	77.7	8.7	1.7		
PHF	.583	.783	.639	.625	.846	.884	.972	.522	.500	.957	.773	.949	.821	.464	.985	.518	.922	.583	.500	.903	.949



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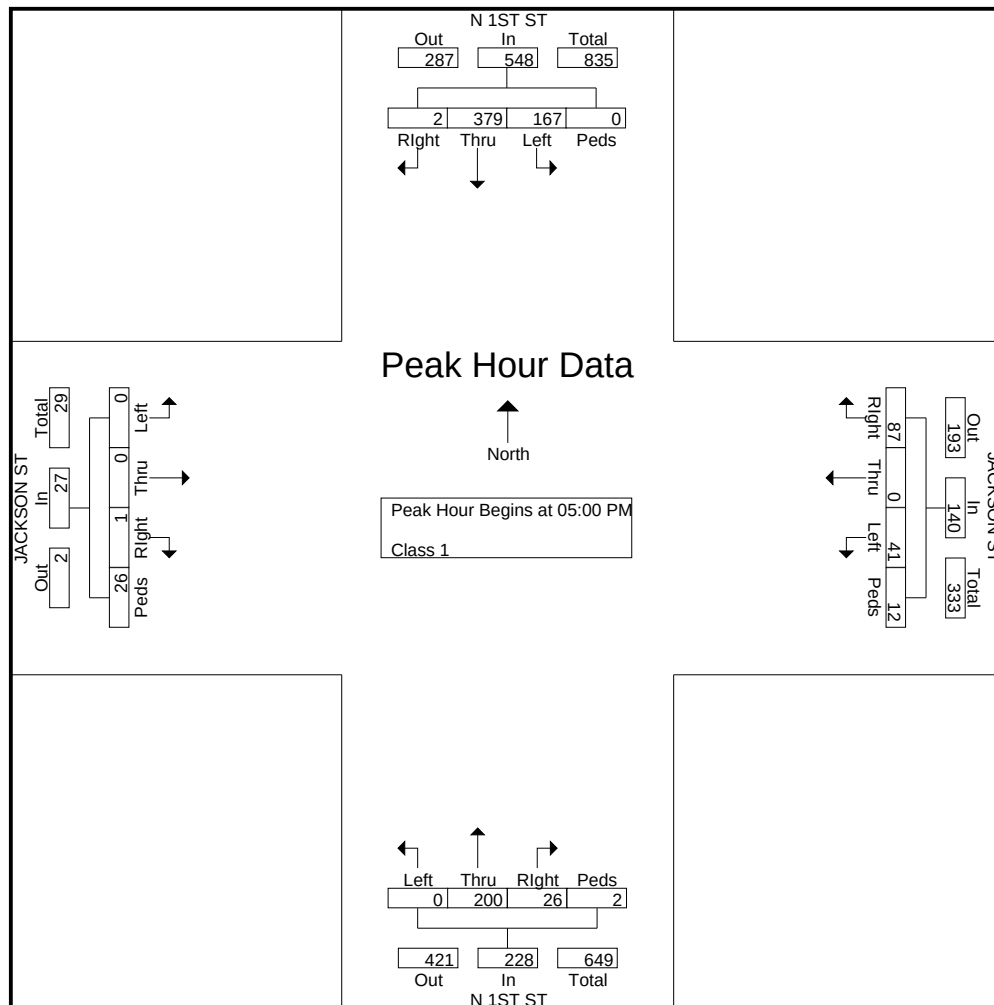
File Name : #7 1ST&JACKSONPM

Site Code : 00000000

Start Date : 9/10/2013

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	N 1ST ST Southbound					JACKSON ST Westbound					N 1ST ST Northbound					JACKSON ST 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	1	90	52	0	143	20	0	11	2	33	5	55	0	0	60	1	0	0	4	5	241
05:15 PM	1	104	40	0	145	26	0	11	2	39	9	43	0	1	53	0	0	0	9	9	246
05:30 PM	0	89	38	0	127	18	0	8	1	27	7	47	0	0	54	0	0	0	4	4	212
05:45 PM	0	96	37	0	133	23	0	11	7	41	5	55	0	1	61	0	0	0	9	9	244
Total Volume	2	379	167	0	548	87	0	41	12	140	26	200	0	2	228	1	0	0	26	27	943
% App. Total	0.4	69.2	30.5	0		62.1	0	29.3	8.6		11.4	87.7	0	0.9		3.7	0	0	96.3		
PHF	.500	.911	.803	.000	.945	.837	.000	.932	.429	.854	.722	.909	.000	.500	.934	.250	.000	.000	.722	.750	.958



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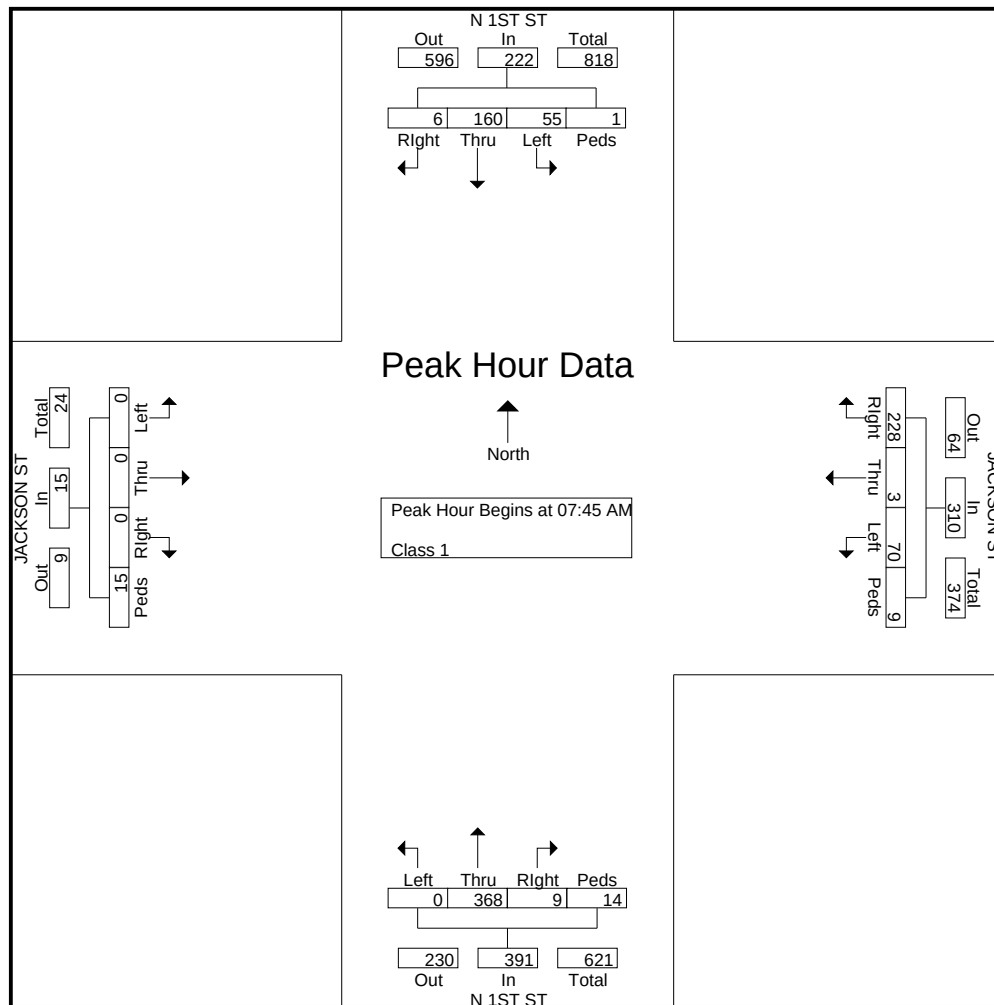
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Site Code : 00000000

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	N 1ST ST Southbound					JACKSON ST Westbound					N 1ST ST Northbound					JACKSON ST 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 07:45 AM																					
07:45 AM	1	34	18	0	53	53	1	16	1	71	2	90	0	1	93	0	0	0	5	5	222
08:00 AM	1	40	9	0	50	66	1	21	1	89	4	75	0	2	81	0	0	0	1	1	221
08:15 AM	0	35	7	0	42	57	0	21	2	80	2	92	0	8	102	0	0	0	4	4	228
08:30 AM	4	51	21	1	77	52	1	12	5	70	1	111	0	3	115	0	0	0	5	5	267
Total Volume	6	160	55	1	222	228	3	70	9	310	9	368	0	14	391	0	0	0	15	15	938
% App. Total	2.7	72.1	24.8	0.5		73.5	1	22.6	2.9		2.3	94.1	0	3.6		0	0	0	100		
PHF	.375	.784	.655	.250	.721	.864	.750	.833	.450	.871	.563	.829	.000	.438	.850	.000	.000	.000	.750	.750	.878



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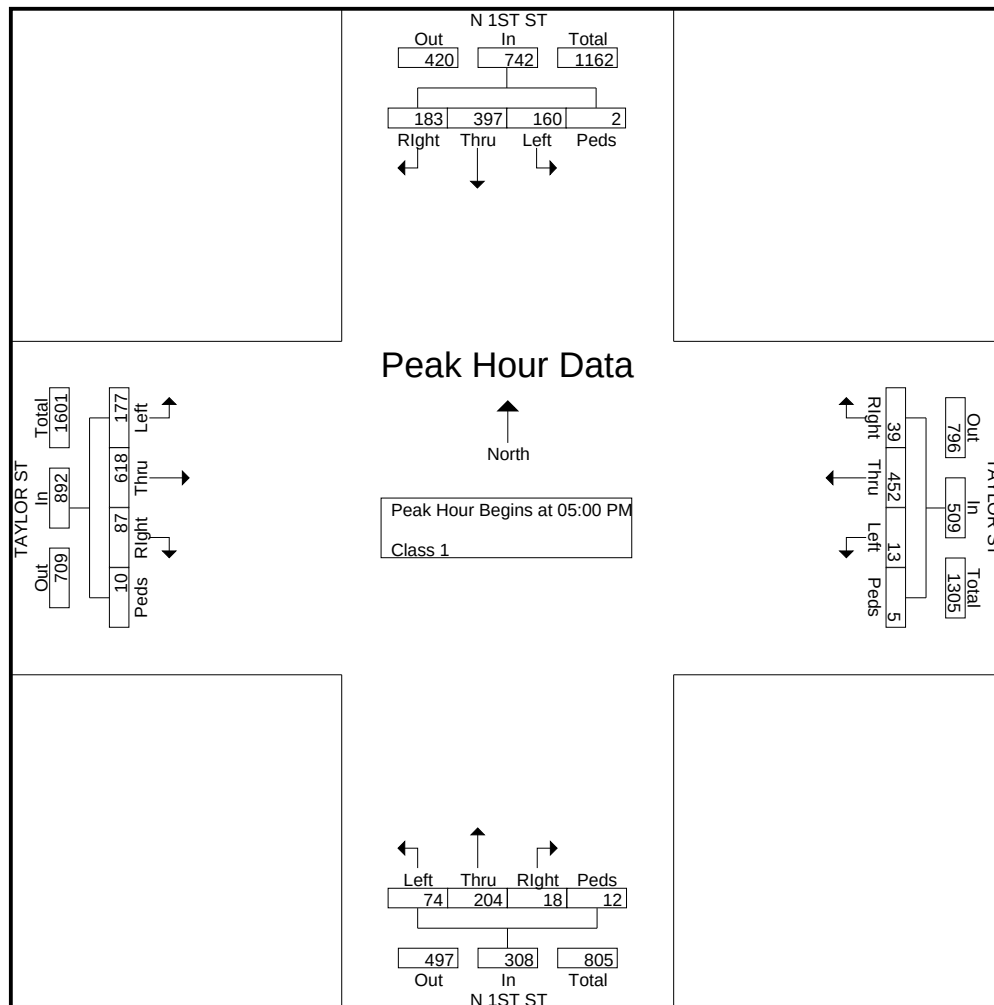
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Site Code : 00000000

Start Date : 9/10/2013

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	N 1ST ST Southbound					TAYLOR ST Westbound					N 1ST ST Northbound					TAYLOR ST 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	35	104	42	2	183	16	104	4	1	125	4	49	18	7	78	23	125	40	2	190	576
05:15 PM	43	92	40	0	175	9	116	7	2	134	2	56	23	3	84	26	154	46	3	229	622
05:30 PM	51	101	45	0	197	7	127	1	1	136	5	47	19	1	72	18	187	52	3	260	665
05:45 PM	54	100	33	0	187	7	105	1	1	114	7	52	14	1	74	20	152	39	2	213	588
Total Volume	183	397	160	2	742	39	452	13	5	509	18	204	74	12	308	87	618	177	10	892	2451
% App. Total	24.7	53.5	21.6	0.3		7.7	88.8	2.6	1		5.8	66.2	24	3.9		9.8	69.3	19.8	1.1		
PHF	.847	.954	.889	.250	.942	.609	.890	.464	.625	.936	.643	.911	.804	.429	.917	.837	.826	.851	.833	.858	.921



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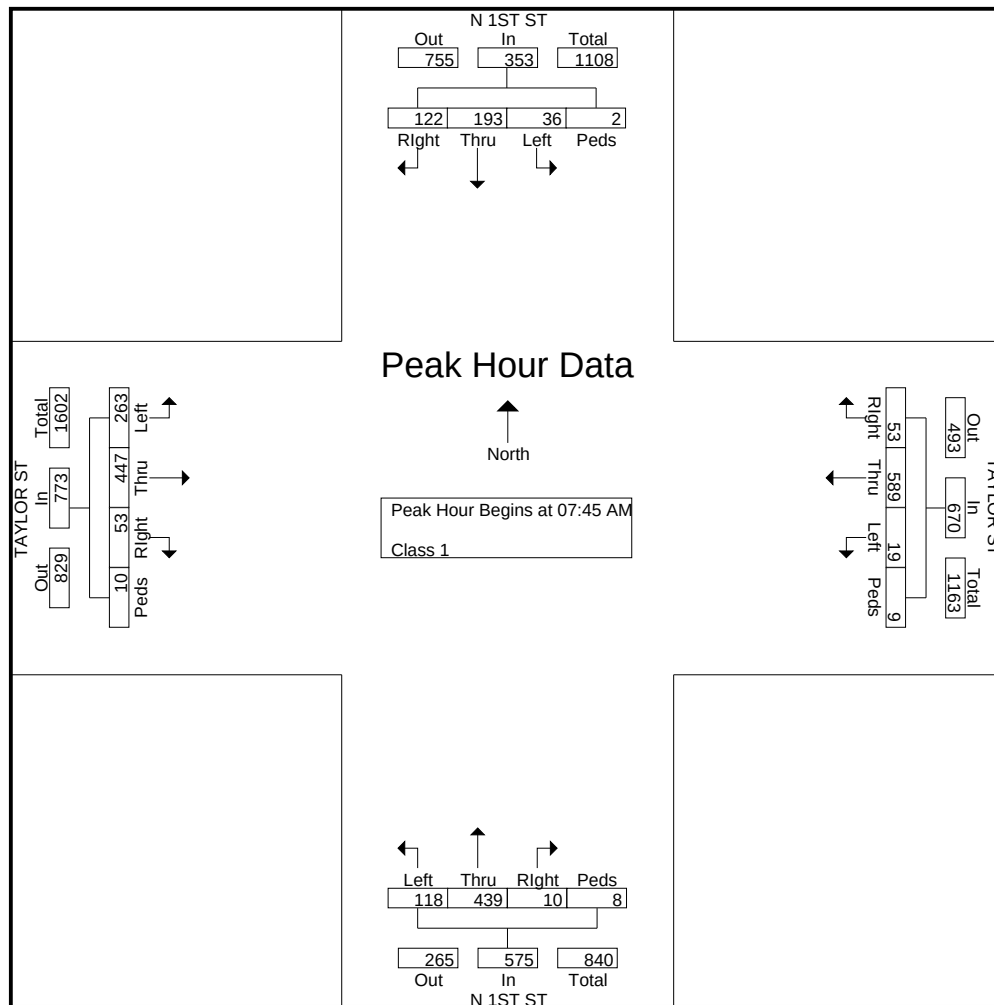
File Name : #6 1ST&TAYLORAM

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	N 1ST ST Southbound					TAYLOR ST Westbound					N 1ST ST Northbound					TAYLOR ST 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 07:45 AM																					
07:45 AM	29	43	5	0	77	11	160	8	1	180	0	101	30	2	133	17	133	63	3	216	606
08:00 AM	35	46	8	0	89	10	147	2	2	161	1	96	27	2	126	8	114	86	0	208	584
08:15 AM	24	43	4	0	71	12	157	6	2	177	6	113	37	1	157	11	105	65	3	184	589
08:30 AM	34	61	19	2	116	20	125	3	4	152	3	129	24	3	159	17	95	49	4	165	592
Total Volume	122	193	36	2	353	53	589	19	9	670	10	439	118	8	575	53	447	263	10	773	2371
% App. Total	34.6	54.7	10.2	0.6		7.9	87.9	2.8	1.3		1.7	76.3	20.5	1.4		6.9	57.8	34	1.3		
PHF	.871	.791	.474	.250	.761	.663	.920	.594	.563	.931	.417	.851	.797	.667	.904	.779	.840	.765	.625	.895	.978



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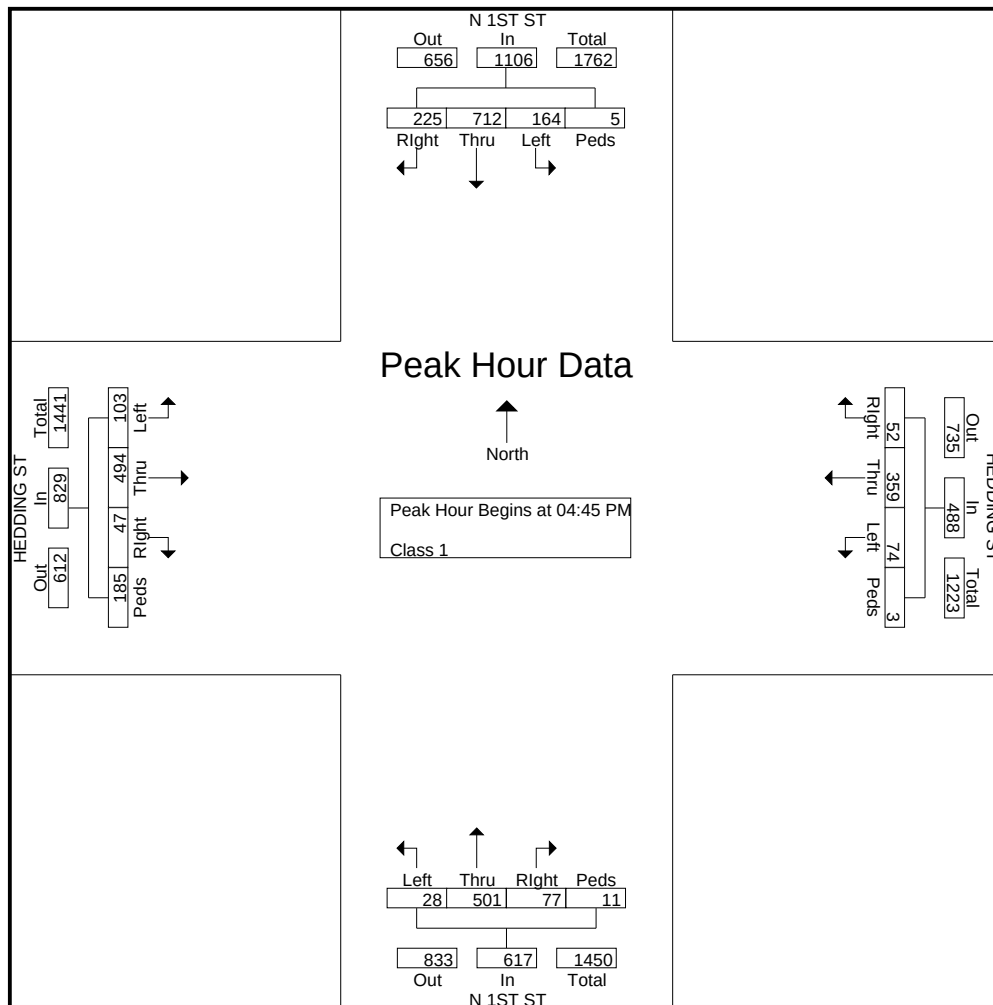
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Site Code : 00000000

Start Date : 9/10/2013

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	N 1ST ST Southbound					HEDDING ST Westbound					N 1ST ST Northbound					HEDDING ST 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 04:45 PM																					
04:45 PM	32	161	32	1	226	10	74	19	0	103	15	117	6	4	142	9	125	23	40	197	668
05:00 PM	41	184	55	1	281	20	93	14	0	127	20	135	5	3	163	11	112	22	91	236	807
05:15 PM	74	187	39	0	300	8	92	21	1	122	21	141	12	2	176	17	129	29	30	205	803
05:30 PM	78	180	38	3	299	14	100	20	2	136	21	108	5	2	136	10	128	29	24	191	762
Total Volume	225	712	164	5	1106	52	359	74	3	488	77	501	28	11	617	47	494	103	185	829	3040
% App. Total	20.3	64.4	14.8	0.5		10.7	73.6	15.2	0.6		12.5	81.2	4.5	1.8		5.7	59.6	12.4	22.3		
PHF	.721	.952	.745	.417	.922	.650	.898	.881	.375	.897	.917	.888	.583	.688	.876	.691	.957	.888	.508	.878	.942



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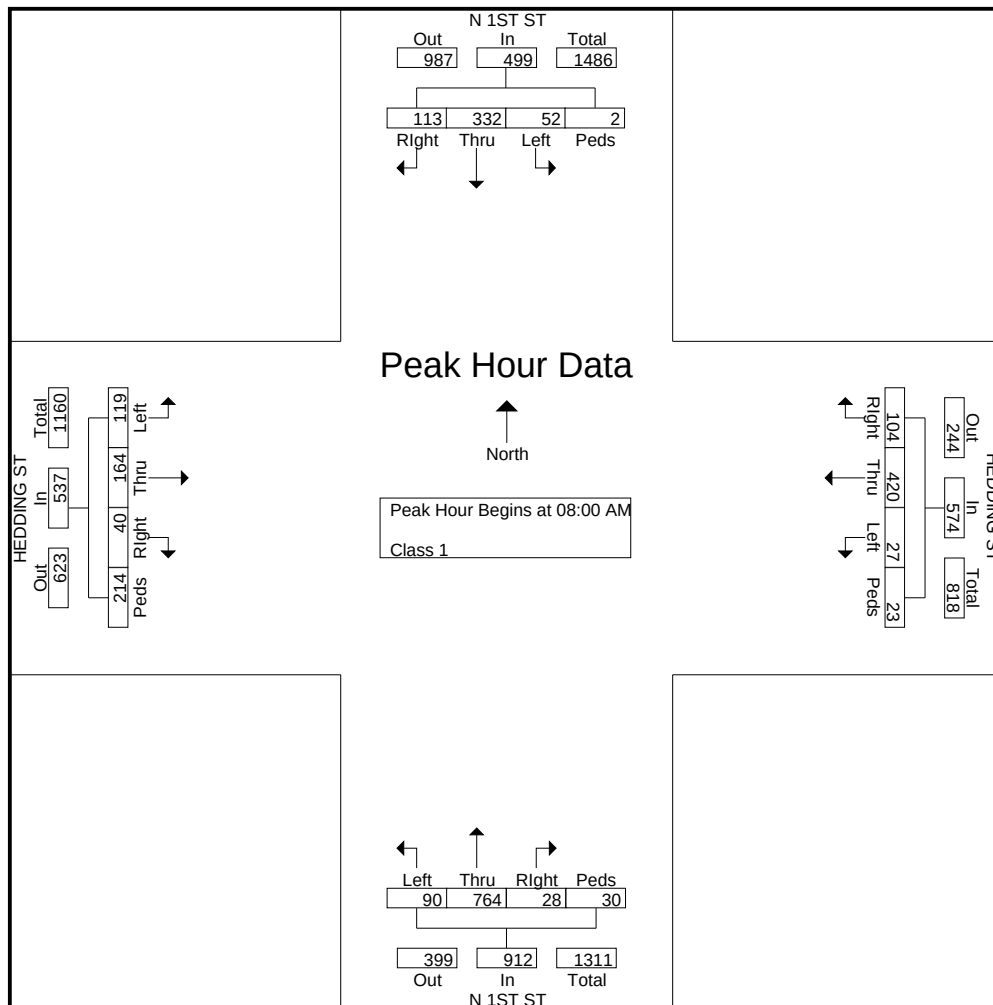
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	N 1ST ST Southbound					HEDDING ST Westbound					N 1ST ST Northbound					HEDDING ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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	21	96	9	0	126	22	113	6	6	147	6	192	27	5	230	6	37	22	58	123	626
08:15 AM	27	84	15	2	128	25	99	6	5	135	11	176	22	12	221	7	28	35	59	129	613
08:30 AM	36	83	12	0	131	23	96	11	6	136	7	200	25	4	236	15	43	25	30	113	616
08:45 AM	29	69	16	0	114	34	112	4	6	156	4	196	16	9	225	12	56	37	67	172	667
Total Volume	113	332	52	2	499	104	420	27	23	574	28	764	90	30	912	40	164	119	214	537	2522
% App. Total	22.6	66.5	10.4	0.4		18.1	73.2	4.7	4		3.1	83.8	9.9	3.3		7.4	30.5	22.2	39.9		
PHF	.785	.865	.813	.250	.952	.765	.929	.614	.958	.920	.636	.955	.833	.625	.966	.667	.732	.804	.799	.781	.945



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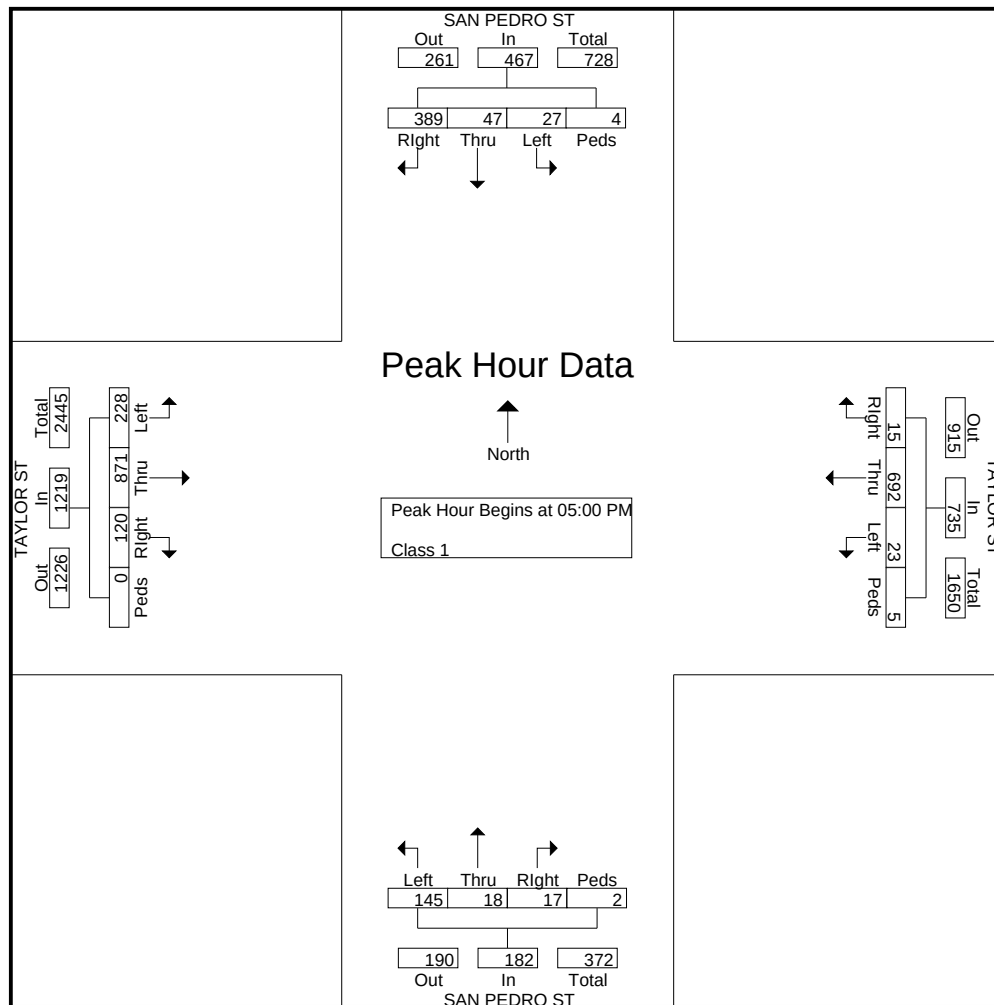
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Site Code : 00000000

Start Date : 9/10/2013

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	SAN PEDRO ST Southbound					TAYLOR ST Westbound					SAN PEDRO ST Northbound					TAYLOR ST 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	130	16	7	2	155	5	173	5	1	184	5	3	41	2	51	36	217	59	0	312	702
05:15 PM	107	9	8	0	124	4	179	7	0	190	3	6	35	0	44	39	215	75	0	329	687
05:30 PM	67	12	8	0	87	1	184	5	2	192	3	6	38	0	47	20	215	53	0	288	614
05:45 PM	85	10	4	2	101	5	156	6	2	169	6	3	31	0	40	25	224	41	0	290	600
Total Volume	389	47	27	4	467	15	692	23	5	735	17	18	145	2	182	120	871	228	0	1219	2603
% App. Total	83.3	10.1	5.8	0.9		2	94.1	3.1	0.7		9.3	9.9	79.7	1.1		9.8	71.5	18.7	0		
PHF	.748	.734	.844	.500	.753	.750	.940	.821	.625	.957	.708	.750	.884	.250	.892	.769	.972	.760	.000	.926	.927



All Traffic Data Services

2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

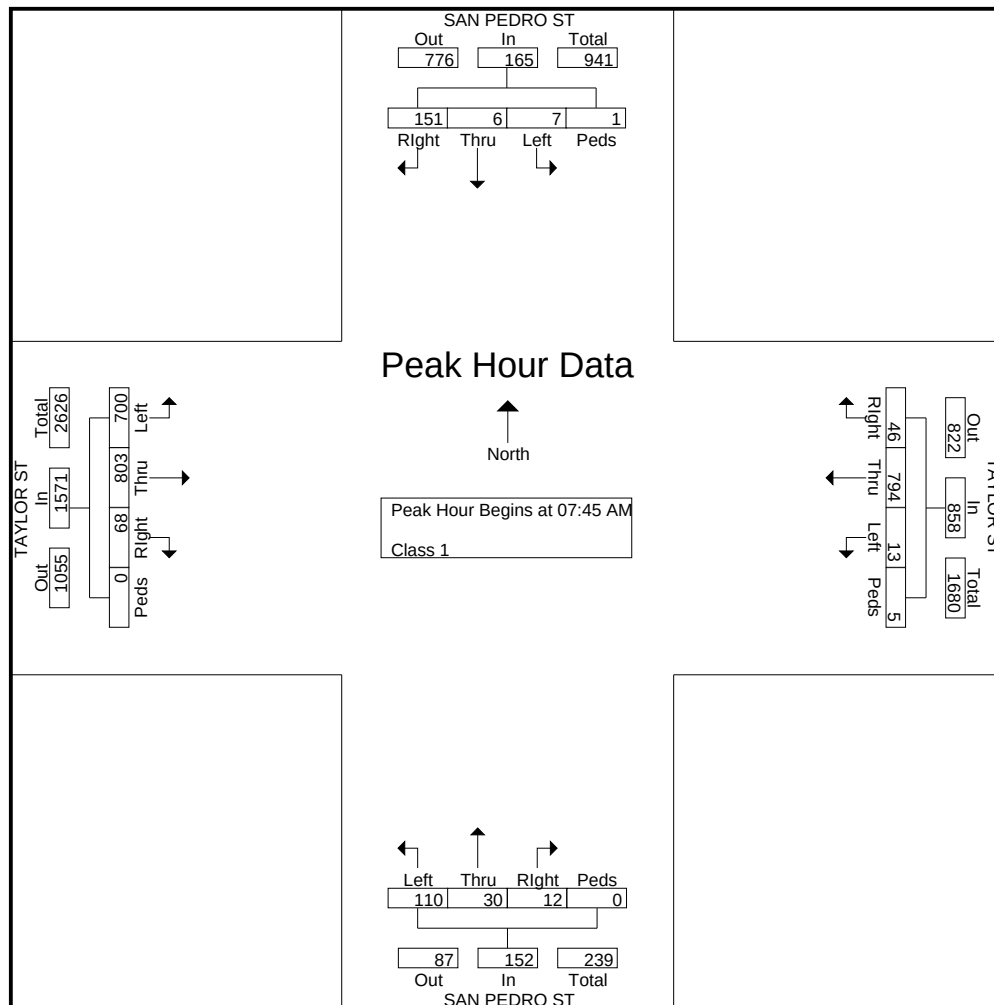
File Name : #4 SANPEDRO&TAYLORAM

Site Code : 00000000

Start Date : 9/10/2013

Page No : 2

	SAN PEDRO ST Southbound					TAYLOR ST Westbound					SAN PEDRO ST Northbound					TAYLOR ST 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 07:45 AM																					
07:45 AM	45	1	0	0	46	13	208	1	0	222	6	8	24	0	38	14	222	161	0	397	703
08:00 AM	36	2	2	1	41	9	200	6	0	215	2	5	22	0	29	23	195	196	0	414	699
08:15 AM	34	0	3	0	37	11	214	3	3	231	1	6	27	0	34	14	202	175	0	391	693
08:30 AM	36	3	2	0	41	13	172	3	2	190	3	11	37	0	51	17	184	168	0	369	651
Total Volume	151	6	7	1	165	46	794	13	5	858	12	30	110	0	152	68	803	700	0	1571	2746
% App. Total	91.5	3.6	4.2	0.6		5.4	92.5	1.5	0.6		7.9	19.7	72.4	0		4.3	51.1	44.6	0		
PHF	.839	.500	.583	.250	.897	.885	.928	.542	.417	.929	.500	.682	.743	.000	.745	.739	.904	.893	.000	.949	.977



Appendix B

City of San Jose Approved Trips Inventory

AM APPROVED TRIPS

10/24/2013

Intersection of: 101/OAKLAND (N)

Page No: 1

Traffix Node Number: 3021

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CD1-04-050 MARKOVITZ & FOX OAKLAND RD (W/S), S/O BROKAW RD	0	39	0	0	11	7	0	0	0	0	0	34
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	13	0	0	17	5	0	0	0	0	0	5
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	74	178	0	0	77	124	0	0	0	14	0	74
NSJ NORTH SAN JOSE	28	66	0	0	1	3	0	0	0	2	0	13
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	11	1	0	0	2	0	0	0	0	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	3	28	0	0	7	3	0	0	0	16	0	29
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	135	120	0	0	87	135	0	0	0	32	0	56
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	84	21	0	0	11	24	0	0	0	0	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0

AM APPROVED TRIPS

10/24/2013

Intersection of: 101/OAKLAND (N)

Page No: 2

Traffix Node Number: 3021

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	10	6	0	0	3	0	0	0	0	4	0	0
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	1	1	0	0	0	0	0	0	0	1	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	19	0	0	0	36	0	0	0	0	0	0
TOTAL:	346	493	0	0	217	337	0	0	0	69	0	211
	LEFT			THRU			RIGHT					
	NORTH			0			217			337		
	EAST			69			0			211		
	SOUTH			346			493			0		
	WEST			0			0			0		

PM APPROVED TRIPS

10/24/2013

Intersection of: 101/OAKLAND (N)

Page No: 3

Traffix Node Number: 3021

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C01-04-050 MARKOVITZ & FOX OAKLAND RD (W/S), S/O BROKAW RD	0	5	0	0	44	28	0	0	0	0	0	4
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	17	0	0	19	6	0	0	0	0	0	5
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	20	65	0	0	93	42	0	0	0	11	0	27
NSJ NORTH SAN JOSE	4	12	0	0	88	40	0	0	0	3	0	7
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	8	2	0	0	1	0	0	0	0	10	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	19	8	0	0	17	19	0	0	0	3	0	5
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	70	181	0	0	72	70	0	0	0	58	0	102
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	44	11	0	0	20	12	0	0	0	0	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0

PM APPROVED TRIPS

10/24/2013

Intersection of: 101/OAKLAND (N)

Page No: 4

Traffix Node Number: 3021

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	6	3	0	0	6	0	0	0	0	8	0	0
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	1	0	0	0	1	0	0	0	0	1	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	35	0	0	0	19	0	0	0	0	0	0
TOTAL:	172	340	0	0	362	236	0	0	0	94	0	150
LEFT THRU RIGHT												
NORTH	0		362		236							
EAST	94		0		150							
SOUTH	172		340		0							
WEST	0		0		0							

AM APPROVED TRIPS

10/24/2013

Intersection of: 101/OAKLAND (S)

Page No: 1

Traffix Node Number: 3022

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C01-04-050 MARKOVITZ & FOX OAKLAND RD (W/S), S/C BROKAW RD	0	11	0	8	3	0	28	0	0	0	0	0
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	8	0	5	12	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	40	5	8	7	0	14	0	9	0	0	0
NSJ NORTH SAN JOSE	0	84	12	2	1	0	11	0	8	0	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	12	12	0	12	0	0	0	9	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	3	4	3	21	0	28	0	16	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	163	97	65	53	0	92	0	55	0	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	105	0	0	11	0	0	0	46	0	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0

AM APPROVED TRIPS

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Intersection of: 101/OAKLAND (S)

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Traffix Node Number: 3022

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW CANNERY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	17	8	0	8	0	0	0	9	0	0	0
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	2	1	0	1	0	0	0	1	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	19	0	0	0	0	0
TOTAL:	0	446	139	91	130	0	192	17	153	0	0	0
				LEFT	THRU	RIGHT						
				NORTH	91	130	0					
				EAST	0	0	0					
				SOUTH	0	446	139					
				WEST	192	17	153					

PM APPROVED TRIPS

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Intersection of: 101/OAKLAND (S)

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Traffix Node Number: 3022

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C01-04-050 MARKOVITZ & FOX OAKLAND RD (W/S), S/O BROKAW RD	0	1	0	33	11	0	3	0	0	0	0	0
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	11	0	5	14	0	6	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	65	49	84	82	0	73	0	21	0	0	0
NSJ NORTH SAN JOSE	0	8	6	65	64	0	21	0	20	0	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, S/O TAYLOR ST SPRR	0	8	10	0	11	0	0	0	10	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	22	24	16	4	0	5	0	3	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	85	50	34	96	0	166	0	99	0	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	55	0	0	20	0	0	0	85	0	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0

PM APPROVED TRIPS

10/24/2013

Intersection of: 101/OAKLAND (S)

Page No: 4

Traffix Node Number: 3022

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNARY PARK NW CORNER E. TENTH	0	9	4	0	14	0	0	0	16	0	0	0
PDC08-036REST CANNARY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNARY PARK NW CORNER E. 10TH ST.	0	1	1	0	2	0	0	0	2	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	35	0	0	0	0	0
TOTAL:	0	266	144	237	319	0	309	0	306	0	0	0
				LEFT	THRU	RIGHT						
				NORTH	237	319	0					
				EAST	0	0	0					
				SOUTH	0	266	144					
				WEST	303	7	306					

10/24/2013

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Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NET	NBR	SBL	SPT	SRP	EBL	EBT	EBR	WBL	WBT	WBR
RH00-05-005	0	0	0	0	0	0	0	0	0	5	0	0
BOSTON PROP												
ALMADEN BLVD/WOZ WAY (NW/C)												
RH98-04-001	0	0	0	0	0	0	0	0	0	1	0	0
OPUS WEST												
SANTA CLARA/ALMADEN												
TOTAL:	0	180	26	0	746	0	0	0	12	75	0	88
	LEFT THRU RIGHT											
NORTH			0	746	0							
EAST			75	0	88							
SOUTH			0	180	26							
WEST			0	0	12							

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[illegible]

AM APPROVED TRIPS

10/24/2013

Intersection of: 880/FIRST (S)

Page No: 2

Traffix Node Number: 3055

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC04-002 BEA 1ST ST (W/S), B/S OF COMPONENT DR	0	28	0	0	7	0	125	0	0	0	0	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	1	0	0	1	0	0	0	0	1	0	0
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	6	9	0	3	0	0	0	0	3	0	0
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	1	1	0	0	0	0	0	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC99-07-060 SH SPIEKER N 1ST ST, SONORA AV, HWY 87 AND SKYPORT DR	0	24	0	0	6	0	120	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	3	0	0	43	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	6	0	0	0	0	0	0	0

TOTAL:	0	267	10	3	129	7	327	3	38	4	0	13

LEFT THRU RIGHT

NORTH	3	129	7
EAST	4	0	13
SOUTH	0	267	10
WEST	327	3	38

PM APPROVED TRIPS

10/24/2013

Intersection of: 880/FIRST (S)

Page No: 3

Traffix Node Number: 3055

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	28	0	5	36	5	8	3	3	0	0	0
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEIL	0	1	0	0	11	0	102	0	0	0	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	0	0	0	6	0	1	0	0	0	0	0
NSJ NORTH SAN JOSE	0	39	1	12	87	12	34	14	14	0	0	23
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	5	0	0	12	0	0	0	3	0	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	13	0	0	9	0	0	0	6	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	6	0	0	1	0	0	0	1	0	0	0

PM APPROVED TRIPS

10/24/2013

Intersection of: 880/FIRST (S)

Page No: 4

Traffix Node Number: 3055

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	18	0	0	25	0	0	0	23	0	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-002 BEA 1ST ST (W/S), B/S OF COMPONENT DR	0	3	0	0	27	0	14	0	0	0	0	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	1	0	0	1	0	0	0	0	2	0	0
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	3	5	0	6	0	0	0	0	5	0	0
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	1	0	1	0	0	0	0	1	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC99-07-060 SH SPIEKER N 1ST ST, SONORA AV, HWY 87 AND SKYPORT DR	0	10	0	0	22	0	53	0	0	0	0	0

PM APPROVED TRIPS

10/24/2013

Intersection of: 880/FIRST (S)

Page No: 5

Traffix Node Number: 3055

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	39	0	0	5	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	6	0	0	1	0	0	0	0	0	0	0

TOTAL:	0	172	7	17	250	17	212	17	50	8	0	23

LEFT THRU RIGHT

NORTH	17	250	17
EAST	8	0	23
SOUTH	0	172	7
WEST	212	17	50

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Traffix Node Number: 3467

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
✓ DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	6	37	2	0	0	0	0	4	0	0	5	0
NSJ NORTH SAN JOSE	8	84	3	0	0	0	1	18	0	0	12	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	2	0	0	0	0	0	0	22	0	0	19	0
✓ PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	3	4	0	0	0	3	16	0	0	2	0
✓ PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	6	10	0	0	0	6	41	0	0	72	5
✓ PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	2	0	0	0	0	2	0	0	1	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	0	0	0	1	0	0	1	0
PDC08-036LW CANNERY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	1	0	0	3	0
✓ PDC08-036RES CANNERY PARK NW CORNER E. TENTH	2	2	0	0	0	0	0	37	0	0	18	0
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	1	0
18 132 21 0 0 0 10 146 0 0 5 137												

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Intersection of: ELEVENTH/TAYLOR

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Traffix Node Number: 3467

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	0	0	0	0	4	0	0	3	0
TOTAL:	15	96	12	0	6	8	10	143	3	9	128	5
LEFT THRU RIGHT												
NORTH		0	8									
EAST		9	128		5							
SOUTH		15	96		12							
WEST		10	143		3							

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Intersection of: ELEVENTH/TAYLOR

Traffic Node Number: 3467

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Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
✓ DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	11	24	5	0	0	0	1	57 60	3 0	1 0	11 45	0
NSJ NORTH SAN JOSE	1	7	1	0	0	0	0	19	0	0	24	1
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	2	0	0	0	0	0	1	17	0	0	18	0
✓ PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	1 0	1 0	1	3	0	1 0	12 13	1
✓ PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	11 11	18 18	0	3 0	1 0	11	74	0	1 0	32 37	3
✓ PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	2 2	4 4	0	1 0	1 0	1	7	0	1 0	9 9	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	0	0	0	1	0	0	1	0
PDC08-036LW CANNERY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	3	0	0	1	0
✓ PDC08-036RES CANNERY PARK NW CORNER E. TENTH	3	1 3	0	0	0	0	0	18 20	2 0	0	32	0
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	2	0	0	5	0
		4					2	3			4	1
	17	28	0	0	0	0	17	209	0	0	189	6
	51											

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Intersection of: ELEVENTH/TAYLOR

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Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	0	0	0	0	3	0	0	4	0
PDC08-066 WESTMOUNT SQUARE SE CORNER OF E MISSION ST & N 10TH ST	0	4	0	0	0	0	2	0	0	0	0	1
TOTAL:	16	31	15	2	58	11	17	204	5	12	177	6

LEFT THRU RIGHT

NORTH	2	58	11
EAST	12	177	6
SOUTH	16	31	15
WEST	17	204	5

Intersection of: ELEVENTH/HEDDING
Traffix Node Number: 3469

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	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	16	192	0
SOUTH	84	0	34
WEST	0	157	2

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Intersection of: ELEVENTH/HEDDING

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Traffix Node Number: 3469

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN	~~8~~	~~11~~	12	0	0	0	0	~~88~~	~~43~~	~~8~~	~~49~~	0
✓ DOWNTOWN STRATEGY PLAN 2000	19	0						111	0	0	56	
DOWNTOWN CORE												
NSJ	5	0	4	0	0	0	0	7	0	0	56	0
NORTH SAN JOSE												
PDC03-056	0	0	1	0	0	0	0	5	0	0	6	0
MIXED-USE DEVELOPMENT												
N 7TH ST, E/O TAYLOR ST SPRR												
PDC03-108 OFF	~~3~~	~~2~~	~~2~~	0	0	0	0	6	0	~~3~~	~~21~~	0
BERRYESSA FLEA MKT (OFFICE)	3	2	2							0	30	
BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC		0										
PDC03-108 RES	~~10~~	~~7~~	~~16~~	0	0	0	0	139	0	~~1~~	~~62~~	0
BERRYESSA FLEA MKT (RESIDENTIAL)	10	7	30							0	69	
BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR		0										
PDC03-108 RET	0	0	~~2~~	0	0	0	0	14	0	~~2~~	~~11~~	0
BERRYESSA FLEA MKT (RETAIL)			4							0	16	
BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR												
PDC07-073 SEN	~~1~~	0	0	0	0	0	0	1	0	0	2	0
JAPANTOWN CORP YARD	1											
SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST												
PDC08-036LW	0	0	0	0	0	0	0	0	0	0	0	0
CANNERY PARK												
NW CORNER E. TENTH ST.												
PDC08-036RES	~~1~~	~~1~~	~~8~~	0	0	0	0	8	0	0	21	0
CANNERY PARK	1	1	8									
NW CORNER E. TENTH	18	0										
PDC08-036REST	0	0	0	0	0	0	0	0	0	0	0	0
CANNERY PARK												
NW CORNER OF E. TENTH												

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Intersection of: ELEVENTH/HEDDING

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Traffix Node Number: 3469

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036SEN	0	0	0	0	0	0	0	1	0	0	3	0
CANNERY PARK												
NW CORNER E. 10TH ST.												
PDC08-066	2	0	2	0	0	0	0	0	0	0	7	0
WESTMOUNT SQUARE												
SE CORNER OF E MISSION ST & N 10TH ST												
TOTAL:	18	0	35	0	0	0	0	249	43	18	247	0

LEFT THRU RIGHT

NORTH	0	0	0
EAST	18	247	0
SOUTH	18	0	35
WEST	0	249	43

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Intersection of: ELEVENTH/JACKSON

Traffix Node Number: 3470

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Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
✓ DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	4	112	2	0	0	0	0	~~2~~ 3	0	0	8	1
NSJ NORTH SAN JOSE	3	90	1	0	0	0	0	0	0	0	0	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	7	202	3	0	0	0	0	2 3	0	0	8	1
	LEFT			THRU			RIGHT					
NORTH	0			0			0					
EAST	0			8			1					
SOUTH	7			202			3					
WEST	0			2			0					

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Intersection of: ELEVENTH/JACKSON

Traffix Node Number: 3470

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Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
✓ DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	3	49	3	0	0	0	2	~~24~~ 29	~~5~~ 0	~~4~~ 0	~~10~~ 14	2
NSJ NORTH SAN JOSE	0	8	0	0	0	0	0	0	0	0	0	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	3	57	3	0	0	0	2	24 29	5 0	4 0	10 14	2
	LEFT			THRU			RIGHT					
NORTH	0			0			0					
EAST	4			10			2					
SOUTH	3			57			3					
WEST	2			24			5					

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Intersection of: FIRST/HEDDING

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Traffix Node Number: 3496

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	4	0	0	3	0	0	0	0	0	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	2	0	0	1	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	6	31	2	4	12	2	4	10	0	1	23	3
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEIL	0	11	0	0	3	0	0	0	0	0	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	6	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	11	57	3	2	15	5	12	27	2	0	8	1
PDC00-09-066 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	16	1	0	4	0	0	0	0	0	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	8	0	9	9	0	0	2	0	0	1	8
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	1	8	2	0	0	13	0	0	2	1

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Intersection of: FIRST/HEDDING

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Traffix Node Number: 3496

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	5	1	21	5	0	0	15	0	2	28	30
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-002 BEA 1ST ST (W/S), B/S OF COMPONENT DR	0	28	0	0	7	0	0	0	0	0	0	0
PDC07-073 SEN JAPANTOWN CORE YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	3	0	1	2	0	0	0	0	0	0	1
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNARY PARK NW CORNER E. TENTH	0	9	0	5	5	0	0	2	0	0	3	12
PDC08-036REST CANNARY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNARY PARK NW CORNER E. 10TH ST.	0	1	0	1	1	0	0	0	0	0	0	1

TOTAL:	17	181	8	51	69	7	16	69	2	3	65	57

LEFT THRU RIGHT

NORTH	51	69	7
EAST	3	65	57
SOUTH	17	181	8
WEST	16	69	2

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Intersection of: FIRST/HEDDING

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Traffix Node Number: 3496

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
EXPANSION OF AIRPORT												
SAN JOSE INTL AIRPORT												
CIM-BLOCK3	0	6	0	0	6	0	0	0	0	0	0	0
BLOCK 3												
DOWNTOWN												
CIM-FOUNTAIN	0	2	0	0	3	0	0	0	0	0	0	0
FOUNTAIN ALLEY												
DOWNTOWN												
DOWNTOWN STRATEGY PLAN 2000	3	22	3	8	32	8	5	23	3	3	15	3
DOWNTOWN CORE												
H03-039	0	1	0	0	11	0	0	0	0	0	0	0
EBAY (2 OF 2 ENTRIES)												
GUADALUPE & O'NEIL												
H96-08-064 SH	0	0	0	0	6	0	0	0	0	0	0	0
EBAY (1 OF 2 ENTRIES)												
FIRST ST & GUADALUPE (SW/C)												
NSJ	2	20	3	16	68	16	2	8	1	4	22	5
NORTH SAN JOSE												
PDC00-09-086	0	5	0	0	15	0	0	0	0	1	0	0
TAYLOR TOWERS												
N 1ST ST & TAYLOR ST (NW/C)												
PDC03-056	0	7	0	7	7	0	0	1	0	0	2	7
MIXED-USE DEVELOPMENT												
N 7TH ST, E/O TAYLOR ST SPRR												
PDC03-108 OFF	0	1	0	1	0	0	0	2	0	1	11	5
BERRYESSA FLEA MKT (OFFICE)												
BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC												

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Intersection of: FIRST/HEDDING

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Traffix Node Number: 3496

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RES	0	3	2	39	10	0	0	28	0	1	15	16
BERRYESSA FLEA MKT (RESIDENTIAL)												
BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR												
PDC03-108 RET	0	0	0	0	0	0	0	0	0	0	0	0
BERRYESSA FLEA MKT (RETAIL)												
BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR												
PDC04-002	0	3	0	0	27	0	0	0	0	0	0	0
BEA												
1ST ST (W/S), B/S OF COMPONENT DR												
PDC07-073 SEN	0	2	0	2	3	0	0	0	0	0	0	1
JAPANTOWN CORP YARD												
SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST												
PDC08-036LW	0	0	0	0	0	0	0	0	0	0	0	0
CANNARY PARK												
NW CORNER E. TENTH ST.												
PDC08-036RES	0	5	0	10	10	0	0	3	0	0	2	6
CANNERY PARK												
NW CORNER E. TENTH												
PDC08-036REST	0	0	0	0	0	0	0	0	0	0	0	0
CANNERY PARK												
NW CORNER OF E. TENTH												
PDC08-036SEN	0	1	0	1	1	0	0	0	0	0	0	1
CANNERY PARK												
NW CORNER E. 10TH ST.												

TOTAL:	5	78	8	84	199	24	7	65	4	10	67	44

LEFT THRU RIGHT

NORTH	84	199	24
EAST	10	67	44
SOUTH	5	78	8
WEST	7	65	4

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Traffix Node Number: 3498

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0

PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	1	0	0	0	0	0	0	0	1

TOTAL:	0	0	0	1	0	0	0	0	0	0	0	1

LEFT THRU RIGHT

NORTH	1	0	0
EAST	0	0	1
SOUTH	0	0	0
WEST	0	0	0

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Traffix Node Number: 3498

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0

PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	2	0	0	0	0	0	0	0	1

TOTAL:	0	0	0	2	0	0	0	0	0	0	0	1

LEFT THRU RIGHT

NORTH	2	0	0
EAST	0	0	1
SOUTH	0	0	0
WEST	0	0	0

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 Traffic Node Number: 3519

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Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	4	0	0	3	0	0	0	0	0	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	2	0	0	1	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	4	15	1	2	7	2	11	16	2	0	18	2
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEIL	0	11	0	0	3	0	0	0	0	0	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	4	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	2	8	0	2	9	3	12	18	3	0	28	3
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	1	0	0	5	3	0	0	0	0	0	1	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	9	0	0	0	15	0	0	18	8
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	2	0	0	1	12	0	0	2	0

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Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	6	0	2	1	21	0	0	38	6
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-002 BEA 1ST ST (W/S), B/S OF COMPONENT DR	0	14	0	3	3	0	0	0	0	0	0	14
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	1	0	1	1	0	0	5	0	0	7	2
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	2	0	0	1	0
PDC08-036RES CANNARY PARK NW CORNER E. TENTH	0	0	1	5	0	0	0	21	0	2	38	9
PDC08-036REST CANNARY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNARY PARK NW CORNER E. 10TH ST.	0	0	0	1	0	0	0	3	0	0	5	1

TOTAL: 7 59 2 36 30 7 25 113 5 2 156 45

LEFT THRU RIGHT

NORTH 36 30 7
 EAST 2 156 45
 SOUTH 7 59 2
 WEST 25 113 5

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Intersection of: FIRST/TAYLOR

Page No: 3

Traffix Node Number: 3519

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
CIM-BLOCKS BLOCK 3 DOWNTOWN	0	6	0	0	6	0	0	0	0	0	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	2	0	0	2	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	6	22	2	9	34	19	7	33	7	0	27	2
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEIL	0	1	0	0	11	0	0	0	0	0	0	0
H96-08-064 SR EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	0	0	0	4	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	21	37	9	3	15	3	0	12	1
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	3	0	0	1	1	0	0	0	0	0	5	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	7	0	0	0	15	0	0	13	7
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	1	0	2	0	0	10	1

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Intersection of: FIRST/TAYLOR

Page No: 4

Traffix Node Number: 3519

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	10	0	1	2	38	0	0	20	3
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-002 BEA 1ST ST (W/S), B/S OF COMPONENT DR	0	2	0	14	14	0	0	0	0	0	0	2
PDC07-073 SEN JAPANTOWN CORE YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	1	0	2	2	0	0	7	0	0	5	1
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	1	0	0	2	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	0	2	10	0	0	0	37	0	1	20	5
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	3	0	0	1	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	1	0	0	0	5	0	0	3	1

TOTAL:	9	34	4	75	111	30	12	156	10	1	118	23

LEFT THRU RIGHT

NORTH	75	111	30
EAST	1	118	23
SOUTH	9	34	4
WEST	12	156	10

AM APPROVED TRIPS

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Intersection of: FOURTH/HEDDING

Page No: 1

Traffix Node Number: 3534

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	36	1	0	3	1	1	7	1	2	23	4
NSJ NORTH SAN JOSE	5	91	2	3	12	2	4	19	3	0	4	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	9	0	0	10	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	6	3	1	0	0	20	1	1	3	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	4	2	17	9	5	0	0	36	2	32	57	4
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	3	0	0	0	0	0	0	1	0	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	0	0	0	1	0	0	2	0
PDC08-036LW CANNERY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	3	0	0	2	0	0	7	0	0	15	0
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0

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Intersection of: FOURTH/HEDDING

Page No: 2

Traffix Node Number: 3534

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	0	0	0	0	1	0	0	2	0
TOTAL:	11	132	29	15	23	3	5	100	7	36	116	8
	LEFT THRU RIGHT											
NORTH			15		23	3						
EAST			36		116	8						
SOUTH			11		132	29						
WEST			5		100	7						

PM APPROVED TRIPS

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Intersection of: FOURTH/HEDDING

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Traffix Node Number: 3534

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	8	2	2	54	13	2	39	8	6	20	4
NSJ NORTH SAN JOSE	6	27	7	24	97	4	1	26	5	3	9	1
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	9	0	0	8	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	1	0	1	0	0	0	0	3	0	5	16	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	2	1	31	17	8	0	0	65	3	16	29	2
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	9	0	0	0	0	0	0	9	0	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	0	0	0	2	0	0	1	0
PDC08-036LW CANNERY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	2	0	0	3	0	0	13	0	0	8	0
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	1	0	0	0	0	0	0	0

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Intersection of: FOURTH/HEDDING

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Traffix Node Number: 3534

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	0	0	0	0	2	0	0	1	0
TOTAL:	11	38	50	43	163	17	3	159	16	39	92	8
	LEFT			THRU			RIGHT					
NORTH	43			163			17					
EAST	39			92			8					
SOUTH	11			38			50					
WEST	3			159			16					

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Intersection of: FOURTH/JACKSON

Page No: 1

Traffic Node Number: 3535

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN	10	27	1	4	7	0	19	2	0	1	1	4
DOWNTOWN STRATEGY PLAN 2000												
DOWNTOWN CORE												
NSJ	0	0	0	0	12	0	0	0	0	0	0	0
NORTH SAN JOSE												
PDC07-073 SEN	0	0	0	0	0	0	0	1	0	0	1	0
JAPANTOWN CORE YARD												
SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST												
TOTAL:	10	27	1	4	19	0	19	3	0	1	2	4
	LEFT THRU RIGHT											
NORTH			4	19	0							
EAST			1	2	4							
SOUTH			10	27	1							
WEST			19	3	0							

PM APPROVED TRIPS

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Intersection of: FOURTH/JACKSON

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Traffic Node Number: 3535

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN	4	13	6	3	66	39	6	13	3	3	6	3
DOWNTOWN STRATEGY PLAN 2000												
DOWNTOWN CORE												
NSJ	0	0	0	6	138	3	0	0	0	0	0	0
NORTH SAN JOSE												
PDC07-073 SEN	0	0	0	0	0	0	0	2	0	0	1	0
JAPANTOWN CORP YARD												
SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST												
TOTAL:	4	13	6	9	204	42	6	15	3	3	7	3
	LEFT THRU RIGHT											
NORTH			9	204	42							
EAST			3	7	3							
SOUTH			4	13	6							
WEST			6	15	3							

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Intersection of: FOURTH/TAYLOR
 Traffic Node Number: 3544

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Permit No. / Description / Location	M09 NBL	M06 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	2	10	1	51	65	9	0	12	6
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	1	0	0	0	0	0	0	0	5	0	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	24	0	0	26	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	2	0	2	0	1	4	15	0	0	2	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	7	1	7	13	19	10	31	0	15	39	5
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	1	0	0	1	1	1	2	0	1	0	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	0	0	0	6	0	0	9	0
PDC08-036LW CANNERY PARK NW CORNER E. TENTH ST.	0	0	0	1	0	0	0	3	0	0	2	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	0	0	2	0	0	0	27	0	0	48	3
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	1	0	0	0	0

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Intersection of: FOURTH/TAYLOR
 Traffic Node Number: 3544

Page No: 2

Permit No. / Description / Location	M09 NBL	M06 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	0	0	0	0	4	0	0	6	0
TOTAL:	1	10	1	14	24	22	66	178	14	16	144	14
	LEFT			THRU			RIGHT					
NORTH	14			24			22					
EAST	16			144			14					
SOUTH	1			10			1					
WEST	66			178			14					

PM APPROVED TRIPS

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Intersection of: FOURTH/TAYLOR
 Traffic Node Number: 3544

Page No: 3

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	16	98	5	7	37	8	4	23	6
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	5	0	0	0	0	0	0	0	1	0	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	22	0	0	21	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	2	3	1	3	0	3	10	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	13	2	12	7	10	19	56	0	8	20	3
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	5	1	0	5	5	5	6	0	6	1	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	0	0	0	9	0	0	6	0
PDC08-036LW CANNERY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	2	0	0	3	1
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	0	0	3	0	0	0	48	0	0	25	2
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	1	0	0	0	4	0	0	2	0

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Intersection of: FOURTH/TAYLOR
 Traffic Node Number: 3544

Page No: 4

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	0	0	0	0	6	0	0	4	0
TOTAL:	5	18	3	32	112	23	32	193	9	21	115	13
				LEFT	THRU	RIGHT						
				NORTH	32	112	23					
				EAST	21	115	13					
				SOUTH	5	18	3					
				WEST	32	193	9					

AM APPROVED TRIPS

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Intersection of: HEDDING/OAKLAND

Page No: 1

Traffix Node Number: 3576

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	5	0	5	5	2	2	0	0	0	0	1
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	3	10	0	2	4	1	4	5	0	0	18	2
NSJ NORTH SAN JOSE	16	47	2	3	8	5	17	20	1	0	4	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	18	1	0	15	5	6	1	0	2	2	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	1	1	30	7	0	0	37	0	0	5	6
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	50	4	86	22	0	0	85	0	7	133	210
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	5	0	0	2	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	50	0	42	15	0	0	5	0	0	9	54
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	1	0	0	0	0	0	2	0	0	1	0

AM APPROVED TRIPS

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Intersection of: HEDDING/OAKLAND

Page No: 2

Traffix Node Number: 3576

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036LW CANNERY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	15	0	0	8	8	9	5	0	0	4	0
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	2	0	0	1	1	1	1	0	0	1	0
TOTAL:	19	199	8	168	85	22	39	166	1	9	179	273

LEFT THRU RIGHT

NORTH	168	85	22
EAST	9	179	273
SOUTH	19	199	8
WEST	39	166	1

PM APPROVED TRIPS

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Intersection of: HEDDING/OAKLAND
 Traffix Node Number: 3576

Page No: 3

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	6	0	5	6	3	3	0	0	0	0	2
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	18	2	14	31	11	13	34	3	4	18	3
NSJ NORTH SAN JOSE	0	7	1	21	58	27	2	6	0	4	19	3
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	13	2	0	15	6	4	2	0	1	3	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	8	0	5	1	0	0	7	0	1	29	37
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	26	6	156	39	0	0	155	0	3	69	109
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	1	0	0	0	0	17	0	1	17	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	26	0	78	28	0	0	9	0	0	5	28
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	1	0	0	1	0	0	2	0

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Intersection of: HEDDING/OAKLAND
 Traffix Node Number: 3576

Page No: 4

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036LW CANNERY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	8	0	0	15	15	5	3	0	0	7	0
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	1	0	0	2	2	1	0	0	0	1	0
PDC08-066 WESTMOUNT SQUARE SE CORNER OF E MISSION ST & N 10TH ST	0	0	0	0	0	6	2	1	0	0	1	0

TOTAL:	2	113	12	279	196	70	30	235	3	14	171	182

LEFT THRU RIGHT

NORTH	279	196	70
EAST	14	171	182
SOUTH	2	113	12
WEST	30	235	3

AM APPROVED TRIPS

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Intersection of: HEDDING/SEVENTH

Page No: 1

Traffix Node Number: 3580

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	5	23	10	0	0	0	0	9	0	0	7	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	10	0	7	0	0	0	0	0	9	6	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	2	0	0	0	0	28	1	0	3	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	2	0	6	0	0	0	0	61	1	11	90	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	1	0	0	0	0	3	0	0	1	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	0	0	0	2	0	0	1	0
PDC08-036LW CANNERY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	8	0	0	0	0	0	0	5	2	0	7	0
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	1	0	0	0	0	0	0	1	0	0	1	0

TOTAL:	26	23	26	0	0	0	0	109	13	17	110	0

LEFT THRU RIGHT

NORTH	0	0	0
EAST	17	110	0
SOUTH	26	23	26
WEST	0	109	13

PM APPROVED TRIPS

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Intersection of: HEDDING/SEVENTH

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Traffix Node Number: 3580

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	14	5	5	0	10	0	0	11	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	8	0	5	0	0	0	0	0	9	6	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	5	0	2	21	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	1	0	11	0	0	0	0	111	2	6	47	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	3	0	0	0	0	9	0	3	9	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	0	0	0	2	0	0	2	0
PDC08-036LW CANNERY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	4	0	0	0	0	0	0	8	4	0	4	0

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TOTAL:	14	0	19	14	6	5	0	146	16	17	95	0
			LEFT	THRU	RIGHT							
	NORTH		14	6	5							
	EAST		17	95	0							
	SOUTH		14	0	19							
	WEST		0	146	16							

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AM APPROVED TRIPS

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Intersection of: HEDDING/TENTH

Traffix Node Number: 3581

Page No: 2

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	2 0	3 0	2 0	0	2	0	0	0	1	2	0	0
TOTAL:	8	44	29	7	27	4	14	146	15	37	175	34
	LEFT			THRU			RIGHT					
NORTH	7			27			4					
EAST	37			175			34					
SOUTH	8			44			29					
WEST	14			146			15					

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PM APPROVED TRIPS

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Intersection of: HEDDING/TENTH

Traffix Node Number: 3581

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Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	5	33	41	3	59	7	6	32	20 OK 21 #
NSJ NORTH SAN JOSE	0	0	0	9	69	4	0	11	2	13	34	16
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	5	0	1	6	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	2	1	0	0	0	0	5	0	5	23	3
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	2	14	7	9	0	0	117	5	9	53	10
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	2	0	0	0	0	12	0	2	12	0
PDC06-069 10TH MISSION RESIDENTIAL N 10TH ST (W/S), BTWN VESTAL AND E MISSION ST	0	0	0	0	0	0	0	0	22	22	0	2
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	1	0	0	1	0	0	2	1
PDC08-036LW CANNERY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	14	8	0	20	0	0	0	0	8	21	0	14

PM APPROVED TRIPS

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Intersection of: HEDDING/TENTH

Traffix Node Number: 3581

Page No: 4

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	1	2	1	0	2	0	0	0	1	3	0	0
PDC08-066 WESTMOUNT SQUARE SE CORNER OF E MISSION ST & N 10TH ST	0	0	0	0	4	0	0	0	2	7	1	1
TOTAL:	~~5~~ 0	~~26~~ 0	~~26~~ 0	21	138	45	3	210	47	89	163	~~41~~ 75
	LEFT			THRU			RIGHT					
NORTH	21			138			45					
EAST	89			163			41					
SOUTH	5			26			26					
WEST	3			210			47					

AM APPROVED TRIPS

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Intersection of: SAN PEDRO/TAYLOR

Traffix Node Number: 3776

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Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	5	2	0	0	1	0	0	0	0	0	6
NSJ NORTH SAN JOSE	0	0	0	0	0	0	13	8	8	2	0	18
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	0	0	0	0	19	5	5	0	0	19	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	15	0	0	18	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	12	0	0	2	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	1	1	22	0	0	40	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	0	0	0	5	0	0	7	0
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	2	0	0	0	0	0	0	0	1	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	0	0	0	0	0	0	21	0	0	38	0

AM APPROVED TRIPS

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Intersection of: SAN PEDRO/TAYLOR
 Traffic Node Number: 3776

Page No: 2

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	0	0	0	0	3	0	0	5	0
TOTAL:	0	5	4	0	0	21	19	91	8	2	130	24
	LEFT			THRU			RIGHT					
NORTH	0			0			21					
EAST	2			130			24					
SOUTH	0			5			4					
WEST	19			91			8					

PM APPROVED TRIPS

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Intersection of: SAN PEDRO/TAYLOR
 Traffic Node Number: 3776

Page No: 3

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	0	1	15	2	1	3	22	2	1	19	1
NSJ NORTH SAN JOSE	0	0	0	0	0	0	2	16	1	1	33	2
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	0	0	0	0	6	19	18	0	0	6	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	15	0	0	13	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	2	0	0	11	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	1	1	39	0	0	21	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	0	0	0	7	0	0	5	0
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	1	0	2	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	0	0	0	0	0	0	37	0	0	20	0

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12/02/2013

Intersection of: TAYLOR/TENTH

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Traffic Node Number: 3822

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EST	M10 EBR	M06 WBL	M05 WBT	M04 WBR
POOR-DESIGN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	2	0	0	0	3	0	0	0	1
TOTAL:	0	0	0	26	18	10	7	126	4	12	130	26
			LEFT	THRU	RIGHT							
NORTH			26	18	14	22	0	133			149	0
EAST			12	130	19							
SOUTH			0	6	8							
WEST			7	126	4							

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Intersection of: TAYLOR/TENTH

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Traffic Node Number: 3822

[illegible]

PM APPROVED TRIPS

12/02/2013

Intersection of: TAYLOR/TENTH

Page No: 4

Traffix Node Number: 3822

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	2	0	0	5	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	1	0	0	0	2	0	0	3	1
PLC08-066 WESTMOUNT SQUARE SE CORNER OF E MISSION ST & N 10TH ST	0	0	0	0	1	1	0	2	0	0	0	0
TOTAL:	0	10	11	31	211	20	10	182	8	20	130	18
		0	0		210	27	0	172			149	0
			LEFT	THRU	RIGHT							
NORTH			31	211	20							
EAST			20	130	19							
SOUTH			0	10	11							
WEST			10	162	8							

AM APPROVED TRIPS

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Intersection of: TAYLOR/THIRTEENTH

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Traffix Node Number: 3823

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	2	55	2	2	8	1	5	21	1	0	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	17	19	3	0	0	3	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	7	0	0	1	17	0	0	2	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	1	22	1	6	3	43	0	2	71	50
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	2	0	0	1	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	15	0	0	0	2	0	0	4	50
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	1	0	1	0	0	2	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	0	0	0	0	8	15	19	0	0	10	0

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Intersection of: TAYLOR/THIRTEENTH

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Traffix Node Number: 3823

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	0	0	1	2	2	0	0	1	0
TOTAL:	2	55	3	46	9	34	45	110	1	2	94	101
	LEFT			THRU		RIGHT						
NORTH	46			9		34						
EAST	2			94		101						
SOUTH	2			55		3						
WEST	45			110		1						

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Intersection of: TAYLOR/THIRTEENTH

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Traffix Node Number: 3823

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	1	13	1	15	36	8	2	17	0	0	12	1
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	16	15	3	0	0	2	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	1	0	1	0	3	0	0	14	8
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	1	2	40	0	3	6	77	0	1	37	26
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	1	0	0	1	1	8	0	1	8	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	28	0	0	0	4	0	0	2	26
PDC07-015 RET KING AND DOBBIN NE/C OF KING RD AND DOBBIN DR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	1	2	0	0	1	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	0	0	0	0	15	8	10	0	0	18	0

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Intersection of: JACKSON/TENTH

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Traffix Node Number: 3862

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	0	2	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	2	115	1	0	0	0	0	0	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	0	0	0	2	117	1	0	0	0	0	0	0
	LEFT			THRU		RIGHT						
NORTH	2			117		1						
EAST	0			0		0						
SOUTH	0			0		0						
WEST	0			0		0						

AM APPROVED TRIPS

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Intersection of: SEVENTH/TAYLOR

Page No: 1

Traffix Node Number: 3909

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	1	6	0	0	0	0	7	38	1	0	20	2
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	8	18	0	0	15	0	0	18	6	0	18	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	0	0	0	1	0	0	1	0
PDC08-036LM CANNERY PARK NW CORNER E. TENTH ST.	0	0	0	1	0	0	0	5	0	0	2	1
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	0	2	2	0	0	0	29	0	3	51	8
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	1	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	0	0	0	0	4	0	0	6	1
TOTAL:	9	24	2	3	15	0	7	96	7	3	98	12
	LEFT			THRU		RIGHT						
NORTH	3			15		0						
EAST	3			98		12						
SOUTH	9			24		2						
WEST	7			96		7						

PM APPROVED TRIPS

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Intersection of: SEVENTH/TAYLOR

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Traffix Node Number: 3909

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SEL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	4	9	2	0	5	0	2	28	2
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	5	13	1	0	13	0	0	15	6	0	16	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	0	0	0	0	0	1	0	0	1	0
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	2	0	0	5	1
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	0	3	4	0	0	0	51	0	2	27	4
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	2	0	0	0	8	0	0	3	1
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	0	1	0	0	0	6	0	0	4	1
TOTAL:	5	13	4	11	22	2	0	88	6	4	84	9

LEFT THRU RIGHT

NORTH	11	22	2
EAST	4	84	9
SOUTH	5	13	4
WEST	0	88	6

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Intersection of: 87/TAYLOR

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Traffix Node Number: 4038

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SEL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	1	0	0	0	0	0	0	0	1	0	0	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	0	5	3	0	0	0	1	0	19	6	13
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	9	6	0	0	0	3	0	7	3	7
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	8	0	0	0	0	5	0	1	1	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	15	0	0	0	0	7	0	28	13	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	2	2	0	0	0	0	0	3	0	3
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	0	13	6	0	0	0	2	0	2	3	12

AM APPROVED TRIPS

10/24/2013

Intersection of: 87/TAYLOR
 Traffic Node Number: 4038

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Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	2	1	0	0	0	0	0	3	0	1
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	90	0	0	0	0	0	0	6	17	0	0	0
TOTAL:	91	0	54	18	0	0	0	26	18	63	26	36
	LEFT			THRU		RIGHT						
	NORTH			18		0		0				
	EAST			63		26		36				
	SOUTH			91		0		54				
	WEST			0		26		18				

PM APPROVED TRIPS

10/24/2013

Intersection of: 87/TAYLOR
 Traffic Node Number: 4038

Page No: 3

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	1	0	0	0	0	0	0	0	2	0	0	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	0	19	12	0	0	0	6	0	6	2	4
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	6	5	0	0	0	2	0	7	3	4
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	1	0	0	0	0	1	0	7	4	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	27	0	0	0	0	13	0	14	7	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-073 SEN JAPANTOWN CORP YARD SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST	0	0	3	3	0	0	0	0	0	2	0	2
PDC08-036LW CANNARY PARK NW CORNER E. TENTH ST.	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES CANNERY PARK NW CORNER E. TENTH	0	0	23	11	0	0	0	3	0	12	2	6

PM APPROVED TRIPS

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Intersection of: 87/TAYLOR

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Traffic Node Number: 4038

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036REST CANNERY PARK NW CORNER OF E. TENTH	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN CANNERY PARK NW CORNER E. 10TH ST.	0	0	3	1	0	0	0	0	0	2	0	1
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	14	0	0	0	0	0	0	45	90	0	7	0
TOTAL:	15	0	82	32	0	0	0	70	92	50	25	17
	LEFT			THRU		RIGHT						
NORTH	32			0		0						
EAST	50			25		17						
SOUTH	15			0		82						
WEST	0			70		92						

Appendix C

Volume Summary Tables

Intersection Number:	1													
Traffix Node Number:	4038													
Intersection Name:	SR 87	& Taylor St (CMP)												
Peak Hour:	AM	Date of Analysis: 12/18/13												
Count Date:	04/04/12													
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space													
(S,J) Growth Factor:											Future Growth % Per Year:			
(S,J) Number of Months:											Number of Years to Buildout:			
		Movements												
		North Approach			East Approach			South Approach			West Approach			
Scenario:		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions		23	0	59	46	287	445	915	0	194	171	355	102	2597
Approved Project Trips														
CSJ ATI		0	0	18	36	26	63	54	0	91	18	26	0	332
Approved Component 2		0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips		0	0	18	36	26	63	54	0	91	18	26	0	332
Background Conditions		23	0	77	82	313	508	969	0	285	189	381	102	2929
check		23	0	77	82	313	508	969	0	285	189	381	102	
Project Trips														
Residential Project Trips		0	0	20	38	5	38	20	0	0	0	3	0	124
Retail Project Trips		0	0	0	0	0	0	0	0	0	0	0	0	0
Comm Amenity Proj Trips		0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips		0	0	20	38	5	38	20	0	0	0	3	0	124
Existing + Project		23	0	79	84	292	483	935	0	194	171	358	102	2721
Background + Project		23	0	97	120	318	546	989	0	285	189	384	102	3053
Bkgrd+Proj check		23	0	97	120	318	546	989	0	285	189	384	102	
Existing + Project Check		23	0	79	84	292	483	935	0	194	171	358	102	
Cumulative Project Trips														
North San Jose Phase 2		0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Strategy Phase 2		0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3		0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4		0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips		0	0	0	0	0	0	0	0	0	0	0	0	0
ATI + Cumu		0	0	18	36	26	63	54	0	91	18	26	0	332
Cumulative Conditions		23	0	97	120	318	546	989	0	285	189	384	102	3053
Cumulative Check		23	0	97	120	318	546	989	0	285	189	384	102	3053

Intersection Number:	2													
Traffix Node Number:	3776													
Intersection Name:	San Pedro St	& Taylor St												
Peak Hour:	AM	Date of Analysis: 12/18/13												
Count Date:	09/10/13													
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space													
(S,J) Growth Factor:											Future Growth % Per Year:			
(S,J) Number of Months:											Number of Years to Buildout:			
		Movements												
		North Approach			East Approach			South Approach			West Approach			
Scenario:		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions		151	6	7	46	794	13	12	30	110	68	803	700	2740
Approved Project Trips														
CSJ ATI		21	0	0	24	130	2	4	5	0	8	91	19	304
Approved Component 2		0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips		21	0	0	24	130	2	4	5	0	8	91	19	304
Background Conditions		172	6	7	70	924	15	16	35	110	76	894	719	3044
check		172	6	7	70	924	15	16	35	110	76	894	719	
Project Trips														
Residential Project Trips		0	0	0	0	82	0	0	0	0	0	43	0	125
Retail Project Trips		0	0	0	0	0	0	2	0	0	0	0	0	2
Comm Amenity Proj Trips		0	0	0	0	0	3	7	0	0	0	0	0	10
Net Project Trips		0	0	0	0	82	3	9	0	0	0	43	0	137
Existing + Project		151	6	7	46	876	16	21	30	110	68	846	700	2877
Background + Project		172	6	7	70	1006	18	25	35	110	76	937	719	3181
Bkgrd+Proj check		172	6	7	70	1006	19	25	35	110	76	937	719	
Existing + Project Check		151	6	7	46	876	17	21	30	110	68	846	700	
Cumulative Project Trips														
North San Jose Phase 2		0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Strategy Phase 2		1	0	0	6	0	0	2	5	0	0	0	0	14
Cum Project 3		0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4		0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips		1	0	0	6	0	0	2	5	0	0	0	0	14
ATI + Cumu		22	0	0	30	130	2	6	10	0	8	91	19	318
Cumulative Conditions		173	6	7	76	1006	18	27	40	110	76	937	719	3195
Cumulative Check		173	6	7	76	1006	19	27	40	110	76	937	719	3196

Intersection Number:	3												
Traffic Node Number:	3054												
Intersection Name:	N. First St & I-880 SB Ramps (CMP)												
Peak Hour:	AM												
Count Date:	10/10/12												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(SJ) Growth Factor:	Future Growth % Per Year:												
(SJ) Number of Months:	Number of Years to Buildout:												
Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	541	0	307	5	491	234	932	0	22	0	0	2532
Approved Project Trips													
CSJ ATI	0	346	0	87	0	84	18	612	0	8	0	0	1155
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	346	0	87	0	84	18	612	0	8	0	0	1155
Background Conditions	0	887	0	394	5	575	252	1544	0	30	0	0	3687
check	0	887	0	394	5	575	252	1544	0	30	0	0	
Project Trips													
Residential Project Trips	0	5	0	0	0	6	26	10	0	0	0	0	47
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Comm Amenity Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	5	0	0	0	6	26	10	0	0	0	0	47
Existing + Project	0	546	0	307	5	497	260	942	0	22	0	0	2579
Background + Project	0	892	0	394	5	581	278	1554	0	30	0	0	3734
Bkgrd+Proj check	0	892	0	394	5	581	278	1554	0	30	0	0	
Existing + Project Check	0	546	0	307	5	497	260	942	0	22	0	0	
Cumulative Project Trips													
North San Jose Phase 2	0	177	0	17	0	22	15	115	0	0	0	0	346
Downtown Strategy Phase 2	0	10	0	3	0	4	0	26	0	0	0	0	43
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	0	187	0	20	0	26	15	141	0	0	0	0	389
ATI + Cumu	0	533	0	107	0	110	33	753	0	8	0	0	1544
Cumulative Conditions	0	1079	0	414	5	607	293	1695	0	30	0	0	4123
Cumulative Check	0	1079	0	414	5	607	293	1695	0	30	0	0	4123

Intersection Number:	4												
Traffic Node Number:	3055												
Intersection Name:	N. First St & I-880 NB Ramps (CMP)												
Peak Hour:	AM												
Count Date:	10/10/12												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(SJ) Growth Factor:	Future Growth % Per Year:												
(SJ) Number of Months:	Number of Years to Buildout:												
Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	112	626	36	181	0	0	5	1121	0	80	55	400	2616
Approved Project Trips													
CSJ ATI	7	129	3	13	0	4	10	267	0	38	3	327	801
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	7	129	3	13	0	4	10	267	0	38	3	327	801
Background Conditions	119	755	39	194	0	4	15	1388	0	118	58	727	3417
check	119	755	39	194	0	4	15	1388	0	118	58	727	
Project Trips													
Residential Project Trips	0	11	0	0	0	0	0	55	0	13	0	0	79
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Comm Amenity Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	11	0	0	0	0	0	55	0	13	0	0	79
Existing + Project	112	637	36	181	0	0	5	1176	0	93	55	400	2695
Background + Project	119	766	39	194	0	4	15	1443	0	131	58	727	3496
Bkgrd+Proj check	119	766	39	194	0	4	15	1443	0	131	58	727	
Existing + Project Check	112	637	36	181	0	0	5	1176	0	93	55	400	
Cumulative Project Trips													
North San Jose Phase 2	3	22	2	13	0	0	0	100	0	10	3	52	205
Downtown Strategy Phase 2	0	7	1	0	0	0	0	18	0	2	0	10	38
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	3	29	3	13	0	0	0	118	0	12	3	62	243
ATI + Cumu	10	158	6	26	0	4	10	385	0	50	6	389	1044
Cumulative Conditions	122	795	42	207	0	4	15	1561	0	143	61	789	3739
Cumulative Check	122	795	42	207	0	4	15	1561	0	143	61	789	3739

Intersection Number:	5												
Traffix Node Number:	3496												
Intersection Name:	N. First St & Hedding St												
Peak Hour:	AM												
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	113	332	52	104	420	27	28	764	90	40	164	119	2253
Approved Project Trips													
CSJ ATI	7	69	51	57	65	3	8	181	17	2	69	16	545
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	7	69	51	57	65	3	8	181	17	2	69	16	545
Background Conditions	120	401	103	161	485	30	36	945	107	42	233	135	2798
check	120	401	103	161	485	30	36	945	107	42	233	135	
Project Trips													
Residential Project Trips	0	16	8	18	5	0	0	37	0	0	3	0	87
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Comm Amenity Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	16	8	18	5	0	0	37	0	0	3	0	87
Existing + Project	113	348	60	122	425	27	28	801	90	40	167	119	2340
Background + Project	120	417	111	179	490	30	36	982	107	42	236	135	2885
Bkgrd+Proj check	120	417	111	179	490	30	36	982	107	42	236	135	
Existing + Project Check	113	348	60	122	425	27	28	801	90	40	167	119	
Cumulative Project Trips													
North San Jose Phase 2	5	15	2	1	8	0	3	57	11	2	27	12	143
Downtown Strategy Phase 2	2	12	4	3	23	1	2	31	6	0	10	4	98
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	7	27	6	4	31	1	5	88	17	2	37	16	241
ATI + Cumu	14	96	57	61	96	4	13	269	34	4	106	32	786
Cumulative Conditions	127	444	117	183	521	31	41	1070	124	44	273	151	3126
Cumulative Check	127	444	117	183	521	31	41	1070	124	44	273	151	3126

Intersection Number:	6												
Traffix Node Number:	3519												
Intersection Name:	N. First St & Taylor St (Protected)												
Peak Hour:	AM												
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	122	193	36	53	589	19	10	439	118	53	447	263	2342
Approved Project Trips													
CSJ ATI	7	30	36	45	156	2	2	59	7	5	113	25	487
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	7	30	36	45	156	2	2	59	7	5	113	25	487
Background Conditions	129	223	72	98	745	21	12	498	125	58	560	288	2829
check	129	223	72	98	745	21	12	498	125	58	560	288	
Project Trips													
Residential Project Trips	0	8	9	21	72	0	0	16	10	5	38	0	179
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	2	0	2
Comm Amenity Proj Trips	0	0	0	0	3	0	0	0	0	0	7	0	10
Net Project Trips	0	8	9	21	75	0	0	16	10	5	47	0	191
Existing + Project	122	201	45	74	664	19	10	455	128	58	494	263	2533
Background + Project	129	231	81	119	820	21	12	514	135	63	607	288	3020
Bkgrd+Proj check	129	231	81	119	821	21	12	514	135	63	606	288	
Existing + Project Check	122	201	45	74	665	19	10	455	128	58	493	263	
Cumulative Project Trips													
North San Jose Phase 2	3	9	2	3	28	0	0	8	2	3	18	12	88
Downtown Strategy Phase 2	2	7	2	2	18	0	1	15	4	2	16	11	80
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	5	16	4	5	46	0	1	23	6	5	34	23	168
ATI + Cumu	12	46	40	50	202	2	3	82	13	10	147	48	655
Cumulative Conditions	134	247	85	124	866	21	13	537	141	68	641	311	3188
Cumulative Check	134	247	85	124	867	21	13	537	141	68	640	311	3188

Intersection Number:	7												
Traffix Node Number:	3498												
Intersection Name:	N. First St	& Jackson St											
Peak Hour:	AM	Date of Analysis: 12/18/13											
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:											Future Growth % Per Year:		
(S,J) Number of Months:											Number of Years to Buildout:		
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	6	160	55	228	0	70	9	368	0	0	0	0	896
Approved Project Trips													
CSJ ATI	0	0	1	1	0	0	0	0	0	0	0	0	2
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	1	1	0	0	0	0	0	0	0	0	2
Background Conditions	6	160	56	229	0	70	9	368	0	0	0	0	898
check	6	160	56	229	0	70	9	368	0	0	0	0	
Project Trips													
Residential Project Trips	0	0	13	26	0	0	0	0	0	0	0	0	39
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Comm Amenity Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	13	26	0	0	0	0	0	0	0	0	39
Existing + Project	6	160	68	254	0	70	9	368	0	0	0	0	935
Background + Project	6	160	69	255	0	70	9	368	0	0	0	0	937
Bkgrd+Proj check	6	160	69	255	0	70	9	368	0	0	0	0	
Existing + Project Check	6	160	68	254	0	70	9	368	0	0	0	0	
Cumulative Project Trips													
North San Jose Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Strategy Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
ATI + Cumu	0	0	1	1	0	0	0	0	0	0	0	0	2
Cumulative Conditions	6	160	69	255	0	70	9	368	0	0	0	0	937
Cumulative Check	6	160	69	255	0	70	9	368	0	0	0	0	937

Intersection Number:	8												
Traffix Node Number:	3534												
Intersection Name:	N. Fourth St	& Hedding St (Protected)											
Peak Hour:	AM	Date of Analysis: 12/18/13											
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:											Future Growth % Per Year:		
(S,J) Number of Months:											Number of Years to Buildout:		
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	14	94	46	152	556	48	34	486	46	29	188	21	1714
Approved Project Trips													
CSJ ATI	3	23	15	8	116	36	29	132	11	7	100	5	485
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	3	23	15	8	116	36	29	132	11	7	100	5	485
Background Conditions	17	117	61	160	672	84	63	618	57	36	288	26	2199
check	17	117	61	160	672	84	63	618	57	36	288	26	
Project Trips													
Residential Project Trips	0	1	0	0	23	0	0	3	0	0	11	0	38
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Comm Amenity Proj Trips	0	1	0	0	1	0	0	0	0	1	2	0	5
Net Project Trips	0	2	0	0	24	0	0	3	0	1	13	0	43
Existing + Project	14	96	46	152	580	48	34	489	46	30	201	21	1757
Background + Project	17	119	61	160	696	84	63	621	57	37	301	26	2242
Bkgrd+Proj check	17	119	61	160	696	84	63	621	57	37	301	26	
Existing + Project Check	14	96	46	152	580	48	34	489	46	30	201	21	
Cumulative Project Trips													
North San Jose Phase 2	2	12	3	0	4	0	2	91	5	3	19	4	145
Downtown Strategy Phase 2	1	3	0	4	23	2	1	36	2	1	7	1	81
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	3	15	3	4	27	2	3	127	7	4	26	5	226
ATI + Cumu	6	38	18	12	143	38	32	259	18	11	126	10	711
Cumulative Conditions	20	134	64	164	723	86	66	748	64	41	327	31	2468
Cumulative Check	20	134	64	164	723	86	66	748	64	41	327	31	2468

Intersection Number:	9												
Traffic Node Number:	3544												
Intersection Name:	N. Fourth St & Taylor St												
Peak Hour:	AM												
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:											Future Growth % Per Year:		
(S,J) Number of Months:											Number of Years to Buildout:		
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	32	167	44	110	665	33	11	248	68	39	359	165	1941
Approved Project Trips													
CSJ ATI	22	24	14	14	144	16	1	10	1	14	178	66	504
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	22	24	14	14	144	16	1	10	1	14	178	66	504
Background Conditions	54	191	58	124	809	49	12	258	69	53	537	231	2445
check	54	191	58	124	809	49	12	258	69	53	537	231	
Project Trips													
Residential Project Trips	0	1	1	1	93	0	0	1	0	0	46	0	143
Retail Project Trips	0	1	0	0	1	0	0	0	0	0	2	0	4
Comm Amenity Proj Trips	0	5	2	1	4	0	0	2	0	0	9	0	23
Net Project Trips	0	7	3	2	98	0	0	3	0	0	57	0	170
Existing + Project	32	174	47	112	763	33	11	251	68	39	416	165	2111
Background + Project	54	198	61	126	907	49	12	261	69	53	594	231	2615
Bkgrd+Proj check	54	198	61	126	906	49	12	262	69	53	594	231	
Existing + Project Check	32	174	47	112	762	33	11	252	68	39	416	165	
Cumulative Project Trips													
North San Jose Phase 2	1	10	2	6	12	0	0	0	0	9	65	51	156
Downtown Strategy Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	1	10	2	6	12	0	0	0	0	9	65	51	156
ATI + Cumu	23	34	16	20	156	16	1	10	1	23	243	117	660
Cumulative Conditions	55	208	63	132	919	49	12	261	69	62	659	282	2771
Cumulative Check	55	208	63	132	918	49	12	262	69	62	659	282	2771

Intersection Number:	10												
Traffic Node Number:	3535												
Intersection Name:	N. Fourth St & Jackson St (Protected)												
Peak Hour:	AM												
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:											Future Growth % Per Year:		
(S,J) Number of Months:											Number of Years to Buildout:		
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	12	217	11	54	91	22	8	154	7	9	69	67	721
Approved Project Trips													
CSJ ATI	0	19	4	4	2	1	1	27	10	0	3	19	90
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	19	4	4	2	1	1	27	10	0	3	19	90
Background Conditions	12	236	15	58	93	23	9	181	17	9	72	86	811
check	12	236	15	58	93	23	9	181	17	9	72	86	
Project Trips													
Residential Project Trips	0	0	1	1	26	0	0	0	0	0	13	0	41
Retail Project Trips	0	0	2	0	0	0	0	0	0	0	1	0	3
Comm Amenity Proj Trips	0	0	7	3	2	0	0	0	0	0	4	0	16
Net Project Trips	0	0	10	4	28	0	0	0	0	0	18	0	60
Existing + Project	12	217	21	58	119	22	8	154	7	9	87	67	781
Background + Project	12	236	25	62	121	23	9	181	17	9	90	86	871
Bkgrd+Proj check	12	236	24	63	121	23	9	181	17	9	89	86	
Existing + Project Check	12	217	20	59	119	22	8	154	7	9	86	67	
Cumulative Project Trips													
North San Jose Phase 2	0	12	0	0	0	0	0	0	0	0	0	0	12
Downtown Strategy Phase 2	0	7	4	4	1	1	1	27	10	0	2	19	76
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	0	19	4	4	1	1	1	27	10	0	2	19	88
ATI + Cumu	0	38	8	8	3	2	2	54	20	0	5	38	178
Cumulative Conditions	12	255	29	66	122	24	10	208	27	9	92	105	959
Cumulative Check	12	255	28	67	122	24	10	208	27	9	91	105	958

Intersection Number:	10												
Traffic Node Number:	3535												
Intersection Name:	N. Fourth St	& Jackson St (Protected)											
Peak Hour:	AM	Date of Analysis: 12/18/13											
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S) Growth Factor:	Future Growth % Per Year:												
(S) Number of Months:	Number of Years to Buildout:												
	Movements												
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	12	217	11	54	91	22	8	154	7	9	69	67	721
Approved Project Trips													
CSJ ATI	0	19	4	4	2	1	1	27	10	0	3	19	90
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	19	4	4	2	1	1	27	10	0	3	19	90
Background Conditions	12	236	15	58	93	23	9	181	17	9	72	86	811
check	12	236	15	58	93	23	9	181	17	9	72	86	
Project Trips													
Residential Project Trips	0	0	1	1	26	0	0	0	0	0	13	0	41
Retail Project Trips	0	0	2	0	0	0	0	0	0	0	1	0	3
Comm Amenity Proj Trips	0	0	7	3	2	0	0	0	0	0	4	0	16
Net Project Trips	0	0	10	4	28	0	0	0	0	0	18	0	60
Existing + Project	12	217	21	58	119	22	8	154	7	9	87	67	781
Background + Project	12	236	25	62	121	23	9	181	17	9	90	86	871
Bkgrd+Proj check	12	236	24	63	121	23	9	181	17	9	89	86	
Existing + Project Check	12	217	20	59	119	22	8	154	7	9	86	67	
Cumulative Project Trips													
North San Jose Phase 2	0	12	0	0	0	0	0	0	0	0	0	0	12
Downtown Strategy Phase 2	0	7	4	4	1	1	1	27	10	0	2	19	76
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	0	19	4	4	1	1	1	27	10	0	2	19	88
ATI + Cumu	0	38	8	8	3	2	2	54	20	0	5	38	178
Cumulative Conditions	12	255	29	66	122	24	10	208	27	9	92	105	959
Cumulative Check	12	255	28	67	122	24	10	208	27	9	91	105	958

Intersection Number:	11												
Traffic Node Number:	3580												
Intersection Name:	N. Seventh St	& Hedding St											
Peak Hour:	AM	Date of Analysis: 12/18/13											
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:											Future Growth % Per Year:		
(S,J) Number of Months:											Number of Years to Buildout:		
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	15	20	32	115	671	12	47	139	51	11	367	30	1510
Approved Project Trips													
CSJ ATI	0	0	0	0	110	17	26	23	26	13	109	0	324
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	110	17	26	23	26	13	109	0	324
Background Conditions	15	20	32	115	781	29	73	162	77	24	476	30	1834
check	15	20	32	115	781	29	73	162	77	24	476	30	
Project Trips													
Residential Project Trips	0	6	0	0	0	10	29	12	23	11	0	0	91
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Comm Amenity Proj Trips	0	2	0	0	1	1	0	1	1	2	0	0	8
Net Project Trips	0	8	0	0	1	11	29	13	24	13	0	0	99
Existing + Project	15	28	32	115	672	23	76	152	75	24	367	30	1609
Background + Project	15	28	32	115	782	40	102	175	101	37	476	30	1933
Bkgrd+Proj check	15	29	32	115	782	40	103	175	101	37	476	30	
Existing + Project Check	15	29	32	115	672	23	77	152	75	24	367	30	
Cumulative Project Trips													
North San Jose Phase 2	0	0	0	0	7	0	10	23	5	0	9	0	54
Downtown Strategy Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	0	0	0	0	7	0	10	23	5	0	9	0	54
ATI + Cumu	0	0	0	0	117	17	36	46	31	13	118	0	378
Cumulative Conditions	15	28	32	115	789	40	112	198	106	37	485	30	1987
Cumulative Check	15	29	32	115	789	40	113	198	106	37	485	30	1989

Intersection Number:	12												
Traffic Node Number:	3909												
Intersection Name:	N. Seventh St	& Taylor St											
Peak Hour:	AM	Date of Analysis: 12/18/13											
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:											Future Growth % Per Year:		
(S,J) Number of Months:											Number of Years to Buildout:		
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	34	52	19	63	763	19	8	114	33	13	309	70	1497
Approved Project Trips													
CSJ ATI	0	15	3	12	98	3	2	24	9	7	96	7	276
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	15	3	12	98	3	2	24	9	7	96	7	276
Background Conditions	34	67	22	75	861	22	10	138	42	20	405	77	1773
check	34	67	22	75	861	22	10	138	42	20	405	77	
Project Trips													
Residential Project Trips	0	27	0	0	0	19	26	64	94	47	0	0	277
Retail Project Trips	0	2	0	0	1	2	0	0	0	1	0	0	6
Comm Amenity Proj Trips	0	8	0	0	6	7	3	4	2	4	3	0	37
Net Project Trips	0	37	0	0	7	28	29	68	96	52	3	0	320
Existing + Project	34	89	19	63	770	47	37	182	129	65	312	70	1817
Background + Project	34	104	22	75	868	50	39	206	138	72	408	77	2093
Bkgrd+Proj check	34	104	22	75	869	50	40	206	138	71	409	77	
Existing + Project Check	34	89	19	63	771	47	38	182	129	64	313	70	
Cumulative Project Trips													
North San Jose Phase 2	0	0	0	2	20	0	0	6	1	1	38	7	75
Downtown Strategy Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	0	0	0	2	20	0	0	6	1	1	38	7	75
ATI + Cumu	0	15	3	14	118	3	2	30	10	8	134	14	351
Cumulative Conditions	34	104	22	77	888	50	39	212	139	73	446	84	2168
Cumulative Check	34	104	22	77	889	50	40	212	139	72	447	84	2170

Intersection Number:	13												
Traffic Node Number:	3581												
Intersection Name:	N. Tenth St	& Hedding St (Protected)											
Peak Hour:	AM	Date of Analysis: 12/18/13											
Count Date:	10/04/12												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:											Future Growth % Per Year:		
(S,J) Number of Months:											Number of Years to Buildout:		
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	35	134	39	903	974	110	0	0	0	39	210	83	2527
Approved Project Trips													
CSJ ATI	4	27	7	115	175	37	0	0	0	15	146	14	540
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	4	27	7	115	175	37	0	0	0	15	146	14	540
Background Conditions	39	161	46	1018	1149	147	0	0	0	54	356	97	3067
check	39	161	46	1018	1149	147	0	0	0	54	356	97	
Project Trips													
Residential Project Trips	0	9	0	0	10	0	0	0	0	0	20	10	49
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Comm Amenity Proj Trips	0	0	0	0	2	0	0	0	0	0	0	0	2
Net Project Trips	0	9	0	0	12	0	0	0	0	0	20	10	51
Existing + Project	35	143	39	903	986	110	0	0	0	39	230	93	2578
Background + Project	39	170	46	1018	1161	147	0	0	0	54	376	107	3118
Bkgrd+Proj check	39	170	46	1018	1161	147	0	0	0	54	376	107	
Existing + Project Check	35	143	39	903	986	110	0	0	0	39	230	93	
Cumulative Project Trips													
North San Jose Phase 2	1	5	1	19	25	2	0	0	0	4	31	11	99
Downtown Strategy Phase 2	3	2	1	50	35	2	0	0	0	0	9	3	105
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	4	7	2	69	60	4	0	0	0	4	40	14	204
ATI + Cumu	8	34	9	184	235	41	0	0	0	19	186	28	744
Cumulative Conditions	43	177	48	1087	1221	151	0	0	0	58	416	121	3322
Cumulative Check	43	177	48	1087	1221	151	0	0	0	58	416	121	3322

Intersection Number:	14												
Traffic Node Number:	3822												
Intersection Name:	N. Tenth St	& Taylor St (Protected)											
Peak Hour:	AM	Date of Analysis: 12/18/13											
Count Date:	10/17/12												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:											Future Growth % Per Year:		
(S,J) Number of Months:											Number of Years to Buildout:		
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	60	317	16	0	715	114	0	0	0	91	285	0	1598
Approved Project Trips													
CSJ ATI	22	23	26	0	149	12	0	0	0	4	133	0	369
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	22	23	26	0	149	12	0	0	0	4	133	0	369
Background Conditions	82	340	42	0	864	126	0	0	0	95	418	0	1967
check	82	340	42	0	864	126	0	0	0	95	418	0	
Project Trips													
Residential Project Trips	5	4	0	0	14	0	0	0	0	0	26	0	49
Retail Project Trips	0	0	0	0	3	0	0	0	0	0	1	0	4
Comm Amenity Proj Trips	0	0	0	0	12	0	0	0	0	0	6	0	18
Net Project Trips	5	4	0	0	29	0	0	0	0	0	33	0	71
Existing + Project	65	321	16	0	744	114	0	0	0	91	318	0	1669
Background + Project	87	344	42	0	893	126	0	0	0	95	451	0	2038
Bkgrd+Proj check	87	344	42	0	892	126	0	0	0	95	451	0	
Existing + Project Check	65	321	16	0	743	114	0	0	0	91	318	0	
Cumulative Project Trips													
North San Jose Phase 2	0	4	0	0	19	2	0	0	0	2	17	0	44
Downtown Strategy Phase 2	0	5	0	0	17	1	0	0	0	0	7	0	30
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	0	9	0	0	36	3	0	0	0	2	24	0	74
ATI + Cumu	22	32	26	0	185	15	0	0	0	6	157	0	443
Cumulative Conditions	87	353	42	0	929	129	0	0	0	97	475	0	2112
Cumulative Check	87	353	42	0	928	129	0	0	0	97	475	0	2111

Intersection Number:	15												
Traffic Node Number:	3862												
Intersection Name:	N. Tenth St & Jackson St												
Peak Hour:	AM												
Count Date:	10/17/12												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	14	466	38	0	104	60	0	0	0	72	61	0	815
Approved Project Trips													
CSJ ATI	1	24	1	0	14	0	0	0	0	0	3	0	43
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	1	24	1	0	14	0	0	0	0	0	3	0	43
Background Conditions	15	490	39	0	118	60	0	0	0	72	64	0	858
check	15	490	39	0	118	60	0	0	0	72	64	0	
Project Trips													
Residential Project Trips	4	0	0	0	6	0	0	0	0	8	4	0	22
Retail Project Trips	0	0	0	0	2	0	0	0	0	0	0	0	2
Comm Amenity Proj Trips	0	0	0	0	8	0	0	0	0	0	4	0	12
Net Project Trips	4	0	0	0	16	0	0	0	0	8	8	0	36
Existing + Project	18	466	38	0	120	60	0	0	0	80	69	0	851
Background + Project	19	490	39	0	134	60	0	0	0	80	72	0	894
Bkgrd+Proj check	19	490	39	0	134	60	0	0	0	80	72	0	
Existing + Project Check	18	466	38	0	120	60	0	0	0	80	69	0	
Cumulative Project Trips													
North San Jose Phase 2	0	5	0	0	0	0	0	0	0	0	0	0	5
Downtown Strategy Phase 2	1	19	1	0	14	0	0	0	0	0	3	0	38
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	1	24	1	0	14	0	0	0	0	0	3	0	43
ATI + Cumu	2	48	2	0	28	0	0	0	0	0	6	0	86
Cumulative Conditions	20	514	40	0	148	60	0	0	0	80	75	0	937
Cumulative Check	20	514	40	0	148	60	0	0	0	80	75	0	937

Intersection Number:	16												
Traffic Node Number:	3469												
Intersection Name:	N. Eleventh St & Hedding St												
Peak Hour:	AM												
Count Date:	10/04/12												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	0	1112	0	216	0	890	0	243	0	2461
Approved Project Trips													
CSJ ATI	0	0	0	0	208	0	64	0	172	0	160	0	604
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	208	0	64	0	172	0	160	0	604
Background Conditions	0	0	0	0	1320	0	280	0	1062	0	403	0	3065
check	0	0	0	0	1320	0	280	0	1062	0	403	0	
Project Trips													
Residential Project Trips	0	0	0	0	10	0	0	0	0	0	20	0	30
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Comm Amenity Proj Trips	0	0	0	0	2	0	0	0	0	0	0	0	2
Net Project Trips	0	0	0	0	12	0	0	0	0	0	20	0	32
Existing + Project	0	0	0	0	1124	0	216	0	890	0	263	0	2493
Background + Project	0	0	0	0	1332	0	280	0	1062	0	423	0	3097
Bkgrd+Proj check	0	0	0	0	1332	0	280	0	1062	0	423	0	
Existing + Project Check	0	0	0	0	1124	0	216	0	890	0	263	0	
Cumulative Project Trips													
North San Jose Phase 2	0	0	0	0	3	0	15	0	65	0	4	0	87
Downtown Strategy Phase 2	0	0	0	0	44	0	7	0	55	0	16	0	122
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	0	0	0	0	47	0	22	0	120	0	20	0	209
ATI + Cumu	0	0	0	0	255	0	86	0	292	0	180	0	813
Cumulative Conditions	0	0	0	0	1379	0	302	0	1182	0	443	0	3306
Cumulative Check	0	0	0	0	1379	0	302	0	1182	0	443	0	3306

Intersection Number:	17												
Traffic Node Number:	3467												
Intersection Name:	N. Eleventh St & Taylor St (Protected)												
Peak Hour:	AM												
Count Date:	10/04/12												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	55	725	0	74	940	98	0	216	37	2145
Approved Project Trips													
CSJ ATI	0	0	0	5	137	0	21	132	18	0	146	10	469
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	5	137	0	21	132	18	0	146	10	469
Background Conditions	0	0	0	60	862	0	95	1072	116	0	362	47	2614
check	0	0	0	60	862	0	95	1072	116	0	362	47	
Project Trips													
Residential Project Trips	0	0	0	0	14	0	0	0	0	0	26	0	40
Retail Project Trips	0	0	0	0	3	0	0	0	0	0	1	0	4
Comm Amenity Proj Trips	0	0	0	0	12	0	0	0	0	0	6	0	18
Net Project Trips	0	0	0	0	29	0	0	0	0	0	33	0	62
Existing + Project	0	0	0	55	754	0	74	940	98	0	249	37	2207
Background + Project	0	0	0	60	891	0	95	1072	116	0	395	47	2676
Bkgrd+Proj check	0	0	0	60	890	0	95	1072	116	0	395	47	
Existing + Project Check	0	0	0	55	753	0	74	940	98	0	249	37	
Cumulative Project Trips													
North San Jose Phase 2	0	0	0	0	12	0	3	84	8	0	18	1	126
Downtown Strategy Phase 2	0	0	0	0	5	0	2	37	6	0	4	0	54
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	0	0	0	0	17	0	5	121	14	0	22	1	180
ATI + Cumu	0	0	0	5	154	0	26	253	32	0	168	11	649
Cumulative Conditions	0	0	0	60	908	0	100	1193	130	0	417	48	2856
Cumulative Check	0	0	0	60	907	0	100	1193	130	0	417	48	2855

Intersection Number:	18												
Traffic Node Number:	3470												
Intersection Name:	N. Eleventh St & Jackson St												
Peak Hour:	AM												
Count Date:	10/17/12												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	53	112	0	43	1055	58	0	63	38	1422
Approved Project Trips													
CSJ ATI	0	0	0	1	8	0	3	202	7	0	3	0	224
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	1	8	0	3	202	7	0	3	0	224
Background Conditions	0	0	0	54	120	0	46	1257	65	0	66	38	1646
check	0	0	0	54	120	0	46	1257	65	0	66	38	
Project Trips													
Residential Project Trips	0	0	0	0	2	0	0	0	4	0	4	0	10
Retail Project Trips	0	0	0	0	2	0	0	0	0	0	0	0	2
Comm Amenity Proj Trips	0	0	0	0	8	0	0	0	0	0	4	0	12
Net Project Trips	0	0	0	0	12	0	0	0	4	0	8	0	24
Existing + Project	0	0	0	53	124	0	43	1055	62	0	71	38	1446
Background + Project	0	0	0	54	132	0	46	1257	69	0	74	38	1670
Bkgrd+Proj check	0	0	0	54	132	0	46	1257	69	0	74	38	
Existing + Project Check	0	0	0	53	124	0	43	1055	62	0	71	38	
Cumulative Project Trips													
North San Jose Phase 2	0	0	0	0	0	0	1	90	3	0	0	0	94
Downtown Strategy Phase 2	0	0	0	1	8	0	2	112	4	0	3	0	130
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	0	0	0	1	8	0	3	202	7	0	3	0	224
ATI + Cumu	0	0	0	2	16	0	6	404	14	0	6	0	448
Cumulative Conditions	0	0	0	55	140	0	49	1459	76	0	77	38	1894
Cumulative Check	0	0	0	55	140	0	49	1459	76	0	77	38	1894

Intersection Number:	19												
Traffic Node Number:	3021												
Intersection Name:	Old Oakland Rd & US 101 NB Ramps (CMP)												
Peak Hour:	AM												
Count Date:	10/10/12												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	847	587	0	481	0	99	0	814	502	0	0	0	3330
Approved Project Trips													
CSJ ATI	337	217	0	211	0	69	0	493	346	0	0	0	1673
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	337	217	0	211	0	69	0	493	346	0	0	0	1673
Background Conditions	1184	804	0	692	0	168	0	1307	848	0	0	0	5003
check	1184	804	0	692	0	168	0	1307	848	0	0	0	
Project Trips													
Residential Project Trips	0	5	0	0	0	2	0	10	0	0	0	0	17
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Comm Amenity Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	5	0	0	0	2	0	10	0	0	0	0	17
Existing + Project	847	592	0	481	0	101	0	824	502	0	0	0	3347
Background + Project	1184	809	0	692	0	170	0	1317	848	0	0	0	5020
Bkgrd+Proj check	1184	809	0	692	0	170	0	1317	848	0	0	0	
Existing + Project Check	847	592	0	481	0	101	0	824	502	0	0	0	
Cumulative Project Trips													
North San Jose Phase 2	3	1	0	13	0	2	0	66	28	0	0	0	113
Downtown Strategy Phase 2	124	77	0	74	0	14	0	178	74	0	0	0	541
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	127	78	0	87	0	16	0	244	102	0	0	0	654
ATI + Cumu	464	295	0	298	0	85	0	737	448	0	0	0	2327
Cumulative Conditions	1311	887	0	779	0	186	0	1561	950	0	0	0	5674
Cumulative Check	1311	887	0	779	0	186	0	1561	950	0	0	0	5674

Intersection Number:	20												
Traffic Node Number:	3022												
Intersection Name:	Old Oakland Rd & US 101 SB Ramps (CMP)												
Peak Hour:	AM												
Count Date:	10/10/12												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	357	340	0	0	0	238	975	0	236	0	320	2466
Approved Project Trips													
CSJ ATI	0	130	91	0	0	0	139	446	0	153	0	209	1168
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	130	91	0	0	0	139	446	0	153	0	209	1168
Background Conditions	0	487	431	0	0	0	377	1421	0	389	0	529	3634
check	0	487	431	0	0	0	377	1421	0	389	0	529	
Project Trips													
Residential Project Trips	0	7	0	0	0	0	3	10	0	0	0	0	20
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Comm Amenity Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	7	0	0	0	0	3	10	0	0	0	0	20
Existing + Project	0	364	340	0	0	0	241	985	0	236	0	320	2486
Background + Project	0	494	431	0	0	0	380	1431	0	389	0	529	3654
Bkgrd+Proj check	0	494	431	0	0	0	380	1431	0	389	0	529	
Existing + Project Check	0	364	340	0	0	0	241	985	0	236	0	320	
Cumulative Project Trips													
North San Jose Phase 2	0	1	2	0	0	0	12	84	0	8	0	11	118
Downtown Strategy Phase 2	0	7	8	0	0	0	5	40	0	9	0	14	83
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	0	8	10	0	0	0	17	124	0	17	0	25	201
ATI + Cumu	0	138	101	0	0	0	156	570	0	170	0	234	1369
Cumulative Conditions	0	502	441	0	0	0	397	1555	0	406	0	554	3855
Cumulative Check	0	502	441	0	0	0	397	1555	0	406	0	554	3855

Intersection Number:	21												
Traffix Node Number:	3576												
Intersection Name:	N. Thirteenth St & Hedding St												
Peak Hour:	AM												
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	179	184	76	246	518	11	17	564	126	25	212	278	2436
Approved Project Trips													
CSJ ATI	22	85	168	273	179	9	8	199	19	1	166	39	1168
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	22	85	168	273	179	9	8	199	19	1	166	39	1168
Background Conditions	201	269	244	519	697	20	25	763	145	26	378	317	3604
check	201	269	244	519	697	20	25	763	145	26	378	317	
Project Trips													
Residential Project Trips	2	5	0	0	9	1	1	10	0	0	17	3	48
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Comm Amenity Proj Trips	2	2	0	0	0	0	0	1	0	0	0	0	5
Net Project Trips	4	7	0	0	9	1	1	11	0	0	17	3	53
Existing + Project	183	191	76	246	527	12	18	575	126	25	229	281	2489
Background + Project	205	276	244	519	706	21	26	774	145	26	395	320	3657
Bkgrd+Proj check	205	277	244	519	706	21	26	775	145	26	395	321	
Existing + Project Check	183	192	76	246	527	12	18	576	126	25	229	282	
Cumulative Project Trips													
North San Jose Phase 2	5	8	3	0	4	0	2	47	16	1	20	17	123
Downtown Strategy Phase 2	1	4	2	2	18	0	0	10	3	0	5	4	49
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	6	12	5	2	22	0	2	57	19	1	25	21	172
ATI + Cumu	28	97	173	275	201	9	10	256	38	2	191	60	1340
Cumulative Conditions	211	288	249	521	728	21	28	831	164	27	420	341	3829
Cumulative Check	211	289	249	521	728	21	28	832	164	27	420	342	3832

Intersection Number:	22												
Traffix Node Number:	3823												
Intersection Name:	N. Thirteenth St & Taylor St												
Peak Hour:	AM												
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	47	126	33	102	692	14	26	346	30	18	233	60	1727
Approved Project Trips													
CSJ ATI	34	9	46	101	94	2	3	55	2	1	110	45	502
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	34	9	46	101	94	2	3	55	2	1	110	45	502
Background Conditions	81	135	79	203	786	16	29	401	32	19	343	105	2229
check	81	135	79	203	786	16	29	401	32	19	343	105	
Project Trips													
Residential Project Trips	4	2	0	0	9	0	0	3	0	0	18	9	45
Retail Project Trips	1	1	0	0	1	0	0	0	0	0	0	0	3
Comm Amenity Proj Trips	5	3	0	0	5	0	0	1	0	0	2	2	18
Net Project Trips	10	6	0	0	15	0	0	4	0	0	20	11	66
Existing + Project	57	132	33	102	707	14	26	350	30	18	253	71	1793
Background + Project	91	141	79	203	801	16	29	405	32	19	363	116	2295
Bkgrd+Proj check	91	140	79	203	802	16	29	405	32	19	364	116	
Existing + Project Check	57	131	33	102	708	14	26	350	30	18	254	71	
Cumulative Project Trips													
North San Jose Phase 2	1	8	2	0	0	0	2	55	2	1	21	5	97
Downtown Strategy Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	1	8	2	0	0	0	2	55	2	1	21	5	97
ATI + Cumu	35	17	48	101	94	2	5	110	4	2	131	50	599
Cumulative Conditions	92	149	81	203	801	16	31	460	34	20	384	121	2392
Cumulative Check	92	148	81	203	802	16	31	460	34	20	385	121	2393

Intersection Number:	23												
Traffic Node Number:	5001												
Intersection Name:	N. Sixth St & Taylor St (unsignalized)												
Peak Hour:	AM	Date of Analysis: 12/18/13											
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(SJ) Growth Factor:											Future Growth % Per Year:		
(SJ) Number of Months:											Number of Years to Buildout:		
Movements													
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	8	11	2	32	773	16	19	53	17	12	374	24	1341
Approved Project Trips													
CSJ ATI (Interpolated)	0	0	0	0	107	0	0	0	0	0	110	0	217
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	107	0	0	0	0	0	110	0	217
Background Conditions	8	11	2	32	880	16	19	53	17	12	484	24	1558
check	8	11	2	32	880	16	19	53	17	12	484	24	1558
Project Trips													
Residential Project Trips	0	0	0	0	94	0	0	0	0	0	47	0	141
Retail Project Trips	0	1	0	0	0	1	0	0	0	2	1	0	5
Comm Amenity Proj Trips	0	3	0	0	2	6	3	1	3	7	4	0	29
Net Project Trips	0	4	0	0	96	7	3	1	3	9	52	0	175
Existing + Project	8	15	2	32	869	23	22	54	20	21	426	24	1516
Background + Project	8	15	2	32	976	23	22	54	20	21	536	24	1733
Bkgrd+Proj check	8	14	2	32	976	24	23	54	21	21	535	24	1733
Existing + Project Check	8	14	2	32	869	24	23	54	21	21	425	24	1733
Cumulative Project Trips													
North San Jose Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Strategy Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Interpolated Cum Trips	0	0	0	0	21	0	0	0	0	0	46	0	67
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	0	0	0	0	21	0	0	0	0	0	46	0	67
ATI + Cumu	0	0	0	0	128	0	0	0	0	0	156	0	284
Cumulative Conditions	8	15	2	32	997	23	22	54	20	21	582	24	1800
Cumulative Check	8	14	2	32	997	24	23	54	21	21	581	24	1801

Intersection Number:	1												
Traffic Node Number:	4038												
Intersection Name:	SR 87 & Taylor St (CMP)												
Peak Hour:	PM												
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S/J) Growth Factor:	Future Growth % Per Year:												
(S/J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	265	0	97	119	424	693	687	0	549	651	408	143	4036
Approved Project Trips													
CSJ ATI	0	0	32	17	25	50	82	0	15	92	70	0	383
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	32	17	25	50	82	0	15	92	70	0	383
Background Conditions	265	0	129	136	449	743	769	0	564	743	478	143	4419
check	265	0	129	136	449	743	769	0	564	743	478	143	
Project Trips													
Residential Project Trips	0	0	37	19	2	19	37	0	0	0	5	0	119
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Comm Amenity Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	37	19	2	19	37	0	0	0	5	0	119
Existing + Project	265	0	134	138	426	712	724	0	549	651	413	143	4155
Background + Project	265	0	166	155	451	762	806	0	564	743	483	143	4538
Bkgrd+Proj check	265	0	166	155	451	762	806	0	564	743	483	143	
Existing + Project Check	265	0	134	138	426	712	724	0	549	651	413	143	
Cumulative Project Trips													
North San Jose Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Strategy Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
ATI + Cumu	0	0	32	17	25	50	82	0	15	92	70	0	383
Cumulative Conditions	265	0	166	155	451	762	806	0	564	743	483	143	4538
Cumulative Check	265	0	166	155	451	762	806	0	564	743	483	143	4538

Intersection Number:	2												
Traffic Node Number:	3776												
Intersection Name:	San Pedro St & Taylor St												
Peak Hour:	PM												
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S/J) Growth Factor:	Future Growth % Per Year:												
(S/J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	389	47	27	15	692	23	17	18	145	120	871	228	2592
Approved Project Trips													
CSJ ATI	8	2	15	3	131	5	4	0	2	3	162	25	360
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	8	2	15	3	131	5	4	0	2	3	162	25	360
Background Conditions	397	49	42	18	823	28	21	18	147	123	1033	253	2952
check	397	49	42	18	823	28	21	18	147	123	1033	253	
Project Trips													
Residential Project Trips	0	0	0	0	40	0	0	0	0	0	79	0	119
Retail Project Trips	0	0	0	0	0	3	3	0	0	0	0	0	6
Comm Amenity Proj Trips	0	0	0	0	0	7	7	0	0	0	0	0	14
Net Project Trips	0	0	0	0	40	10	10	0	0	0	79	0	139
Existing + Project	389	47	27	15	732	33	27	18	145	120	950	228	2731
Background + Project	397	49	42	18	863	38	31	18	147	123	1112	253	3091
Bkgrd+Proj check	397	49	42	18	863	38	31	18	147	123	1112	253	
Existing + Project Check	389	47	27	15	732	33	27	18	145	120	950	228	
Cumulative Project Trips													
North San Jose Phase 2	0	0	0	2	33	1	0	0	0	1	16	2	55
Downtown Strategy Phase 2	1	2	15	1	19	1	1	0	2	2	22	3	69
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	1	2	15	3	52	2	1	0	2	3	38	5	124
ATI + Cumu	9	4	30	6	183	7	5	0	4	6	200	30	484
Cumulative Conditions	398	51	57	21	915	40	32	18	149	126	1150	258	3215
Cumulative Check	398	51	57	21	915	40	32	18	149	126	1150	258	3215

Intersection Number:	2												
Traffic Node Number:	3776												
Intersection Name:	San Pedro St & Taylor St												
Peak Hour:	PM												
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S/J) Growth Factor:	Future Growth % Per Year:												
(S/J) Number of Months:	Number of Years to Buildout:												
	Movements												
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	389	47	27	15	692	23	17	18	145	120	871	228	2592
Approved Project Trips													
CSJ ATI	8	2	15	3	131	5	4	0	2	3	162	25	360
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	8	2	15	3	131	5	4	0	2	3	162	25	360
Background Conditions	397	49	42	18	823	28	21	18	147	123	1033	253	2952
check	397	49	42	18	823	28	21	18	147	123	1033	253	
Project Trips													
Residential Project Trips	0	0	0	0	40	0	0	0	0	0	79	0	119
Retail Project Trips	0	0	0	0	0	3	3	0	0	0	0	0	6
Comm Amenity Proj Trips	0	0	0	0	0	7	7	0	0	0	0	0	14
Net Project Trips	0	0	0	0	40	10	10	0	0	0	79	0	139
Existing + Project	389	47	27	15	732	33	27	18	145	120	950	228	2731
Background + Project	397	49	42	18	863	38	31	18	147	123	1112	253	3091
Bkgrd+Proj check	397	49	42	18	863	38	31	18	147	123	1112	253	
Existing + Project Check	389	47	27	15	732	33	27	18	145	120	950	228	
Cumulative Project Trips													
North San Jose Phase 2	0	0	0	2	33	1	0	0	0	1	16	2	55
Downtown Strategy Phase 2	1	2	15	1	19	1	1	0	2	2	22	3	69
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	1	2	15	3	52	2	1	0	2	3	38	5	124
ATI + Cumu	9	4	30	6	183	7	5	0	4	6	200	30	484
Cumulative Conditions	398	51	57	21	915	40	32	18	149	126	1150	258	3215
Cumulative Check	398	51	57	21	915	40	32	18	149	126	1150	258	3215

Intersection Number:	3												
Traffic Node Number:	3054												
Intersection Name:	N. First St	& I-880 SB Ramps (CMP)											
Peak Hour:	PM	Date of Analysis: 12/18/13											
Count Date:	09/12/12												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	2	1350	0	188	5	453	216	488	0	42	0	0	2744
Approved Project Trips													
CSJ ATI	0	746	0	88	0	75	26	180	0	12	0	0	1127
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	746	0	88	0	75	26	180	0	12	0	0	1127
Background Conditions	2	2096	0	276	5	528	242	668	0	54	0	0	3871
check	2	2096	0	276	5	528	242	668	0	54	0	0	
Project Trips													
Residential Project Trips	0	10	0	0	0	11	12	5	0	0	0	0	38
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Comm Amenity Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	10	0	0	0	11	12	5	0	0	0	0	38
Existing + Project	2	1360	0	188	5	464	228	493	0	42	0	0	2782
Background + Project	2	2106	0	276	5	539	254	673	0	54	0	0	3909
Bkgrd+Proj check	2	2106	0	276	5	539	254	673	0	54	0	0	
Existing + Project Check	2	1360	0	188	5	464	228	493	0	42	0	0	
Cumulative Project Trips													
North San Jose Phase 2	0	180	0	55	0	54	25	45	0	0	0	0	359
Downtown Strategy Phase 2	0	44	0	3	0	3	0	12	0	0	0	0	62
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	0	224	0	58	0	57	25	57	0	0	0	0	421
ATI + Cumu	0	970	0	146	0	132	51	237	0	12	0	0	1548
Cumulative Conditions	2	2330	0	334	5	596	279	730	0	54	0	0	4330
Cumulative Check	2	2330	0	334	5	596	279	730	0	54	0	0	4330

Intersection Number:	4												
Traffic Node Number:	3055												
Intersection Name:	N. First St	& I-880 NB Ramps (CMP)											
Peak Hour:	PM	Date of Analysis: 12/18/13											
Count Date:	09/12/12												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	258	1028	71	139	0	0	16	904	0	109	88	240	2853
Approved Project Trips													
CSJ ATI	17	250	17	23	0	8	7	172	0	50	17	212	773
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	17	250	17	23	0	8	7	172	0	50	17	212	773
Background Conditions	275	1278	88	162	0	8	23	1076	0	159	105	452	3626
check	275	1278	88	162	0	8	23	1076	0	159	105	452	
Project Trips													
Residential Project Trips	0	21	0	0	0	0	0	27	0	25	0	0	73
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Comm Amenity Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	21	0	0	0	0	0	27	0	25	0	0	73
Existing + Project	258	1049	71	139	0	0	16	931	0	134	88	240	2926
Background + Project	275	1299	88	162	0	8	23	1103	0	184	105	452	3699
Bkgrd+Proj check	275	1299	88	162	0	8	23	1103	0	184	105	452	
Existing + Project Check	258	1049	71	139	0	0	16	931	0	134	88	240	
Cumulative Project Trips													
North San Jose Phase 2	12	87	12	23	0	0	1	39	0	14	14	34	236
Downtown Strategy Phase 2	5	36	5	0	0	0	0	28	0	3	3	8	88
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	17	123	17	23	0	0	1	67	0	17	17	42	324
ATI + Cumu	34	373	34	46	0	8	8	239	0	67	34	254	1097
Cumulative Conditions	292	1422	105	185	0	8	24	1170	0	201	122	494	4023
Cumulative Check	292	1422	105	185	0	8	24	1170	0	201	122	494	4023

Intersection Number:	5												
Traffic Node Number:	3496												
Intersection Name:	N. First St & Hedding St												
Peak Hour:	PM												
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	225	712	164	52	359	74	77	501	28	47	494	103	2836
Approved Project Trips													
CSJ ATI	24	199	84	44	67	10	8	78	5	4	65	7	595
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	24	199	84	44	67	10	8	78	5	4	65	7	595
Background Conditions	249	911	248	96	426	84	85	579	33	51	559	110	3431
check	249	911	248	96	426	84	85	579	33	51	559	110	
Project Trips													
Residential Project Trips	0	30	15	9	2	0	0	18	0	0	5	0	79
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Comm Amenity Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	30	15	9	2	0	0	18	0	0	5	0	79
Existing + Project	225	742	179	61	361	74	77	519	28	47	499	103	2915
Background + Project	249	941	263	105	428	84	85	597	33	51	564	110	3510
Bkgrd+Proj check	249	941	263	105	428	84	85	597	33	51	564	110	
Existing + Project Check	225	742	179	61	361	74	77	519	28	47	499	103	
Cumulative Project Trips													
North San Jose Phase 2	16	68	16	5	22	4	3	20	2	1	8	2	167
Downtown Strategy Phase 2	8	32	8	3	15	3	3	22	3	3	23	5	128
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	24	100	24	8	37	7	6	42	5	4	31	7	295
ATI + Cumu	48	299	108	52	104	17	14	120	10	8	96	14	890
Cumulative Conditions	273	1041	287	113	465	91	91	639	38	55	595	117	3805
Cumulative Check	273	1041	287	113	465	91	91	639	38	55	595	117	3805

Intersection Number:	6												
Traffic Node Number:	3519												
Intersection Name:	N. First St & Taylor St (Protected)												
Peak Hour:	PM												
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	183	397	160	39	452	13	18	204	74	87	618	177	2422
Approved Project Trips													
CSJ ATI	30	111	75	23	118	1	4	34	9	10	156	12	583
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	30	111	75	23	118	1	4	34	9	10	156	12	583
Background Conditions	213	508	235	62	570	14	22	238	83	97	774	189	3005
check	213	508	235	62	570	14	22	238	83	97	774	189	
Project Trips													
Residential Project Trips	0	14	16	10	35	0	0	8	5	9	69	0	166
Retail Project Trips	0	0	0	0	3	0	0	0	0	0	3	0	6
Comm Amenity Proj Trips	0	0	0	0	7	0	0	0	0	0	7	0	14
Net Project Trips	0	14	16	10	45	0	0	8	5	9	79	0	186
Existing + Project	183	411	176	49	497	13	18	212	79	96	697	177	2608
Background + Project	213	522	251	72	615	14	22	246	88	106	853	189	3191
Bkgrd+Proj check	213	522	251	72	615	14	22	246	88	106	853	189	
Existing + Project Check	183	411	176	49	497	13	18	212	79	96	697	177	
Cumulative Project Trips													
North San Jose Phase 2	9	37	21	1	12	0	0	0	0	3	15	3	101
Downtown Strategy Phase 2	19	34	9	2	27	0	2	22	6	7	33	7	168
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	28	71	30	3	39	0	2	22	6	10	48	10	269
ATI + Cumu	58	182	105	26	157	1	6	56	15	20	204	22	852
Cumulative Conditions	241	593	281	75	654	14	24	268	94	116	901	199	3460
Cumulative Check	241	593	281	75	654	14	24	268	94	116	901	199	3460

Intersection Number:	6												
Traffic Node Number:	3519												
Intersection Name:	N. First St & Taylor St (Protected)												
Peak Hour:	PM										Date of Analysis: 12/18/13		
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S) Growth Factor:											Future Growth % Per Year:		
(S) Number of Months:											Number of Years to Buildout:		
	Movements												
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	183	397	160	39	452	13	18	204	74	87	618	177	2422
Approved Project Trips													
CSJ ATI	30	111	75	23	118	1	4	34	9	10	156	12	583
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	30	111	75	23	118	1	4	34	9	10	156	12	583
Background Conditions	213	508	235	62	570	14	22	238	83	97	774	189	3005
	check	213	508	235	62	570	14	22	238	83	97	774	189
Project Trips													
Residential Project Trips	0	14	16	10	35	0	0	8	5	9	69	0	166
Retail Project Trips	0	0	0	0	3	0	0	0	0	0	3	0	6
Comm Amenity Proj Trips	0	0	0	0	7	0	0	0	0	0	7	0	14
Net Project Trips	0	14	16	10	45	0	0	8	5	9	79	0	186
Existing + Project	183	411	176	49	497	13	18	212	79	96	697	177	2608
Background + Project	213	522	251	72	615	14	22	246	88	106	853	189	3191
Bkgrd+Proj check	213	522	251	72	615	14	22	246	88	106	853	189	
Existing + Project Check	183	411	176	49	497	13	18	212	79	96	697	177	
Cumulative Project Trips													
North San Jose Phase 2	9	37	21	1	12	0	0	0	0	3	15	3	101
Downtown Strategy Phase 2	19	34	9	2	27	0	2	22	6	7	33	7	168
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	28	71	30	3	39	0	2	22	6	10	48	10	269
ATI + Cumu	58	182	105	26	157	1	6	56	15	20	204	22	852
Cumulative Conditions	241	593	281	75	654	14	24	268	94	116	901	199	3460
Cumulative Check	241	593	281	75	654	14	24	268	94	116	901	199	3460

Intersection Number:	7												
Traffix Node Number:	3498												
Intersection Name:	N. First St	& Jackson St											
Peak Hour:	PM	Date of Analysis: 12/18/13											
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:											Future Growth % Per Year:		
(S,J) Number of Months:											Number of Years to Buildout:		
Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	2	379	167	87	0	41	26	200	0	1	0	0	903
Approved Project Trips													
CSJ ATI	0	0	2	1	0	0	0	0	0	0	0	0	3
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	2	1	0	0	0	0	0	0	0	0	3
Background Conditions	2	379	169	88	0	41	26	200	0	1	0	0	906
check	2	379	169	88	0	41	26	200	0	1	0	0	
Project Trips													
Residential Project Trips	0	0	23	13	0	0	0	0	0	0	0	0	36
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Comm Amenity Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	23	13	0	0	0	0	0	0	0	0	36
Existing + Project	2	379	190	100	0	41	26	200	0	1	0	0	939
Background + Project	2	379	192	101	0	41	26	200	0	1	0	0	942
Bkgrd+Proj check	2	379	192	101	0	41	26	200	0	1	0	0	
Existing + Project Check	2	379	190	100	0	41	26	200	0	1	0	0	
Cumulative Project Trips													
North San Jose Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Strategy Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
ATI + Cumu	0	0	2	1	0	0	0	0	0	0	0	0	3
Cumulative Conditions	2	379	192	101	0	41	26	200	0	1	0	0	942
Cumulative Check	2	379	192	101	0	41	26	200	0	1	0	0	942

Intersection Number:	8												
Traffix Node Number:	3534												
Intersection Name:	N. Fourth St	& Hedding St (Protected)											
Peak Hour:	PM	Date of Analysis: 12/18/13											
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:											Future Growth % Per Year:		
(S,J) Number of Months:											Number of Years to Buildout:		
Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	60	610	193	37	421	72	36	103	39	89	612	28	2300
Approved Project Trips													
CSJ ATI	17	163	43	8	92	39	50	38	11	16	159	3	639
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	17	163	43	8	92	39	50	38	11	16	159	3	639
Background Conditions	77	773	236	45	513	111	86	141	50	105	771	31	2939
check	77	773	236	45	513	111	86	141	50	105	771	31	
Project Trips													
Residential Project Trips	0	2	0	0	11	0	0	1	0	0	20	0	34
Retail Project Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Comm Amenity Proj Trips	0	1	0	0	2	0	0	1	1	1	2	0	8
Net Project Trips	0	3	0	0	14	0	0	2	1	1	23	0	44
Existing + Project	60	613	193	37	435	72	36	105	40	90	635	28	2344
Background + Project	77	776	236	45	527	111	86	143	51	106	794	31	2983
Bkgrd+Proj check	77	777	236	45	527	111	86	143	51	106	794	31	
Existing + Project Check	60	614	193	37	435	72	36	105	40	90	635	28	
Cumulative Project Trips													
North San Jose Phase 2	4	97	24	1	9	3	7	27	6	5	26	1	210
Downtown Strategy Phase 2	13	54	2	4	20	6	2	8	2	8	39	2	160
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	17	151	26	5	29	9	9	35	8	13	65	3	370
ATI + Cumu	34	314	69	13	121	48	59	73	19	29	224	6	1009
Cumulative Conditions	94	927	262	50	556	120	95	178	59	119	859	34	3353
Cumulative Check	94	928	262	50	556	120	95	178	59	119	859	34	3354

Intersection Number:	9													
Traffix Node Number:	3544													
Intersection Name:	N. Fourth St	& Taylor St												
Peak Hour:	PM	Date of Analysis: 12/18/13												
Count Date:	09/10/13													
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space													
(S,J) Growth Factor:											Future Growth %		Per Year:	
(S,J) Number of Months:											Number of Years to Buildout:			
Movements														
Scenario:	North Approach			East Approach			South Approach			West Approach			Total	
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT		
Existing Conditions	73	550	137	28	418	60	29	82	35	80	633	58	2183	
Approved Project Trips														
CSJ ATI	23	112	32	13	115	21	3	18	5	9	193	32	576	
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Approved Trips	23	112	32	13	115	21	3	18	5	9	193	32	576	
Background Conditions	96	662	169	41	533	81	32	100	40	89	826	90	2759	
check	96	662	169	41	533	81	32	100	40	89	826	90		
Project Trips														
Residential Project Trips	0	1	1	1	45	0	0	1	0	0	86	0	135	
Retail Project Trips	0	2	1	1	4	0	0	2	0	0	4	0	14	
Comm Amenity Proj Trips	0	5	2	2	9	0	0	5	0	0	9	0	32	
Net Project Trips	0	8	4	4	58	0	0	8	0	0	99	0	181	
Existing + Project	73	558	141	32	476	60	29	90	35	80	732	58	2364	
Background + Project	96	670	173	45	591	81	32	108	40	89	925	90	2940	
Bkgrd+Proj check	96	670	173	44	591	81	32	108	40	89	924	90		
Existing + Project Check	73	558	141	31	476	60	29	90	35	80	731	58		
Cumulative Project Trips														
North San Jose Phase 2	5	98	16	6	23	4	0	0	0	8	37	7	204	
Downtown Strategy Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Cumulative Trips	5	98	16	6	23	4	0	0	0	8	37	7	204	
ATI + Cumu	28	210	48	19	138	25	3	18	5	17	230	39	780	
Cumulative Conditions	101	768	189	51	614	85	32	108	40	97	962	97	3144	
Cumulative Check	101	768	189	50	614	85	32	108	40	97	961	97	3142	

Intersection Number:	10													
Traffix Node Number:	3535													
Intersection Name:	N. Fourth St	& Jackson St (Protected)												
Peak Hour:	PM	Date of Analysis: 12/18/13												
Count Date:	09/10/13													
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space													
(S,J) Growth Factor:											Future Growth %		Per Year:	
(S,J) Number of Months:											Number of Years to Buildout:			
Movements														
Scenario:	North Approach			East Approach			South Approach			West Approach			Total	
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT		
Existing Conditions	30	618	37	19	54	14	6	77	4	29	139	33	1060	
Approved Project Trips														
CSJ ATI	42	204	9	3	7	3	6	13	4	3	15	6	315	
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Approved Trips	42	204	9	3	7	3	6	13	4	3	15	6	315	
Background Conditions	72	822	46	22	61	17	12	90	8	32	154	39	1375	
check	72	822	46	22	61	17	12	90	8	32	154	39		
Project Trips														
Residential Project Trips	0	0	1	1	13	0	0	0	0	0	23	0	38	
Retail Project Trips	0	0	3	3	1	0	0	0	0	0	1	0	8	
Comm Amenity Proj Trips	0	0	7	7	4	0	0	0	0	0	3	0	21	
Net Project Trips	0	0	11	11	18	0	0	0	0	0	27	0	67	
Existing + Project	30	618	48	30	72	14	6	77	4	29	166	33	1127	
Background + Project	72	822	57	33	79	17	12	90	8	32	181	39	1442	
Bkgrd+Proj check	72	822	57	33	79	17	12	90	8	32	182	39		
Existing + Project Check	30	618	48	30	72	14	6	77	4	29	167	33		
Cumulative Project Trips														
North San Jose Phase 2	3	138	6	0	0	0	0	0	0	0	0	0	147	
Downtown Strategy Phase 2	39	66	3	3	6	3	6	13	4	3	13	6	165	
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Cumulative Trips	42	204	9	3	6	3	6	13	4	3	13	6	312	
ATI + Cumu	84	408	18	6	13	6	12	26	8	6	28	12	627	
Cumulative Conditions	114	1026	66	36	85	20	18	103	12	35	194	45	1754	
Cumulative Check	114	1026	66	36	85	20	18	103	12	35	195	45	1755	

Intersection Number:	13												
Traffic Node Number:	3581												
Intersection Name:	N. Tenth St & Hedding St (Protected)												
Peak Hour:	PM												
Count Date:	10/04/12												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	115	924	115	183	457	179	0	0	0	175	729	47	2924
Approved Project Trips													
CSJ ATI	45	138	21	75	163	89	0	0	0	47	210	3	791
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	45	138	21	75	163	89	0	0	0	47	210	3	791
Background Conditions	160	1062	136	258	620	268	0	0	0	222	939	50	3715
check	160	1062	136	258	620	268	0	0	0	222	939	50	
Project Trips													
Residential Project Trips	0	17	0	0	19	0	0	0	0	0	10	5	51
Retail Project Trips	0	0	0	0	1	0	0	0	0	0	0	0	1
Comm Amenity Proj Trips	0	0	0	0	2	0	0	0	0	0	1	0	3
Net Project Trips	0	17	0	0	22	0	0	0	0	0	11	5	55
Existing + Project	115	941	115	183	479	179	0	0	0	175	740	52	2979
Background + Project	160	1079	136	258	642	268	0	0	0	222	950	55	3770
Bkgrd+Proj check	160	1079	136	258	641	268	0	0	0	222	950	55	
Existing + Project Check	115	941	115	183	478	179	0	0	0	175	740	52	
Cumulative Project Trips													
North San Jose Phase 2	4	69	9	16	34	13	0	0	0	2	11	0	158
Downtown Strategy Phase 2	41	33	5	31	32	6	0	0	0	7	59	3	217
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	45	102	14	47	66	19	0	0	0	9	70	3	375
ATI + Cumu	90	240	35	122	229	108	0	0	0	56	280	6	1166
Cumulative Conditions	205	1181	150	305	708	287	0	0	0	231	1020	58	4145
Cumulative Check	205	1181	150	305	707	287	0	0	0	231	1020	58	4144

Intersection Number:	14												
Traffic Node Number:	3822												
Intersection Name:	N. Tenth St & Taylor St (Protected)												
Peak Hour:	PM												
Count Date:	10/04/12												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	107	1074	94	0	308	83	0	0	0	94	537	0	2297
Approved Project Trips													
CSJ ATI	27	216	31	0	149	20	0	0	0	8	172	0	623
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	27	216	31	0	149	20	0	0	0	8	172	0	623
Background Conditions	134	1290	125	0	457	103	0	0	0	102	709	0	2920
check	134	1290	125	0	457	103	0	0	0	102	709	0	
Project Trips													
Residential Project Trips	9	7	0	0	25	0	0	0	0	0	13	0	54
Retail Project Trips	0	0	0	0	5	0	0	0	0	0	5	0	10
Comm Amenity Proj Trips	0	0	0	0	11	0	0	0	0	0	13	0	24
Net Project Trips	9	7	0	0	41	0	0	0	0	0	31	0	88
Existing + Project	116	1081	94	0	349	83	0	0	0	94	568	0	2385
Background + Project	143	1297	125	0	498	103	0	0	0	102	740	0	3008
Bkgrd+Proj check	143	1297	125	0	498	103	0	0	0	102	739	0	
Existing + Project Check	116	1081	94	0	349	83	0	0	0	94	567	0	
Cumulative Project Trips													
North San Jose Phase 2	5	115	8	0	19	8	0	0	0	2	14	0	171
Downtown Strategy Phase 2	7	92	5	0	15	3	0	0	0	4	37	0	163
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	12	207	13	0	34	11	0	0	0	6	51	0	334
ATI + Cumu	39	423	44	0	183	31	0	0	0	14	223	0	957
Cumulative Conditions	155	1504	138	0	532	114	0	0	0	108	791	0	3342
Cumulative Check	155	1504	138	0	532	114	0	0	0	108	790	0	3341

Intersection Number:	14												
Traffic Node Number:	3822												
Intersection Name:	N. Tenth St & Taylor St (Protected)												
Peak Hour:	PM										Date of Analysis: 12/18/13		
Count Date:	10/04/12												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:											Future Growth % Per Year:		
(S,J) Number of Months:											Number of Years to Buildout:		
	Movements												
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	107	1074	94	0	308	83	0	0	0	94	537	0	2297
Approved Project Trips													
CSJ ATI	27	216	31	0	149	20	0	0	0	8	172	0	623
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	27	216	31	0	149	20	0	0	0	8	172	0	623
Background Conditions	134	1290	125	0	457	103	0	0	0	102	709	0	2920
check	134	1290	125	0	457	103	0	0	0	102	709	0	
Project Trips													
Residential Project Trips	9	7	0	0	25	0	0	0	0	0	13	0	54
Retail Project Trips	0	0	0	0	5	0	0	0	0	0	5	0	10
Comm Amenity Proj Trips	0	0	0	0	11	0	0	0	0	0	13	0	24
Net Project Trips	9	7	0	0	41	0	0	0	0	0	31	0	88
Existing + Project	116	1081	94	0	349	83	0	0	0	94	568	0	2385
Background + Project	143	1297	125	0	498	103	0	0	0	102	740	0	3008
Bkgrd+Proj check	143	1297	125	0	498	103	0	0	0	102	739	0	
Existing + Project Check	116	1081	94	0	349	83	0	0	0	94	567	0	
Cumulative Project Trips													
North San Jose Phase 2	5	115	8	0	19	8	0	0	0	2	14	0	171
Downtown Strategy Phase 2	7	92	5	0	15	3	0	0	0	4	37	0	163
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	12	207	13	0	34	11	0	0	0	6	51	0	334
ATI + Cumu	39	423	44	0	183	31	0	0	0	14	223	0	957
Cumulative Conditions	155	1504	138	0	532	114	0	0	0	108	791	0	3342
Cumulative Check	155	1504	138	0	532	114	0	0	0	108	790	0	3341

Intersection Number:	15												
Traffix Node Number:	3862												
Intersection Name:	N. Tenth St & Jackson St												
Peak Hour:	PM												
Count Date:	10/04/12												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	33	1197	34	0	50	20	0	0	0	38	65	0	1437
Approved Project Trips													
CSJ ATI	1	117	2	0	0	0	0	0	0	0	0	0	120
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	1	117	2	0	0	0	0	0	0	0	0	0	120
Background Conditions	34	1314	36	0	50	20	0	0	0	38	65	0	1557
check	34	1314	36	0	50	20	0	0	0	38	65	0	
Project Trips													
Residential Project Trips	7	0	0	0	12	0	0	0	0	4	2	0	25
Retail Project Trips	0	0	0	0	3	0	0	0	0	0	3	0	6
Comm Amenity Proj Trips	0	0	0	0	8	0	0	0	0	0	8	0	16
Net Project Trips	7	0	0	0	23	0	0	0	0	4	13	0	47
Existing + Project	40	1197	34	0	73	20	0	0	0	42	78	0	1484
Background + Project	41	1314	36	0	73	20	0	0	0	42	78	0	1604
Bkgrd+Proj check	41	1314	36	0	72	20	0	0	0	42	78	0	
Existing + Project Check	40	1197	34	0	72	20	0	0	0	42	78	0	
Cumulative Project Trips													
North San Jose Phase 2	1	115	2	0	0	0	0	0	0	0	0	0	118
Downtown Strategy Phase 2	0	2	0	0	0	0	0	0	0	0	0	0	2
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	1	117	2	0	0	0	0	0	0	0	0	0	120
ATI + Cumu	2	234	4	0	0	0	0	0	0	0	0	0	240
Cumulative Conditions	42	1431	38	0	73	20	0	0	0	42	78	0	1724
Cumulative Check	42	1431	38	0	72	20	0	0	0	42	78	0	1723

Intersection Number:	16												
Traffix Node Number:	3469												
Intersection Name:	N. Eleventh St & Hedding St												
Peak Hour:	PM												
Count Date:	10/04/12												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	0	591	0	163	0	182	0	905	0	1841
Approved Project Trips													
CSJ ATI	0	0	0	0	266	0	63	0	57	0	292	0	678
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	266	0	63	0	57	0	292	0	678
Background Conditions	0	0	0	0	857	0	226	0	239	0	1197	0	2519
check	0	0	0	0	857	0	226	0	239	0	1197	0	
Project Trips													
Residential Project Trips	0	0	0	0	19	0	0	0	0	0	10	0	29
Retail Project Trips	0	0	0	0	1	0	0	0	0	0	0	0	1
Comm Amenity Proj Trips	0	0	0	0	2	0	0	0	0	0	1	0	3
Net Project Trips	0	0	0	0	22	0	0	0	0	0	11	0	33
Existing + Project	0	0	0	0	613	0	163	0	182	0	916	0	1874
Background + Project	0	0	0	0	879	0	226	0	239	0	1208	0	2552
Bkgrd+Proj check	0	0	0	0	878	0	226	0	239	0	1208	0	
Existing + Project Check	0	0	0	0	612	0	163	0	182	0	916	0	
Cumulative Project Trips													
North San Jose Phase 2	0	0	0	0	56	0	4	0	5	0	7	0	72
Downtown Strategy Phase 2	0	0	0	0	56	0	12	0	19	0	11	0	98
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	0	0	0	0	112	0	16	0	24	0	18	0	170
ATI + Cumu	0	0	0	0	378	0	79	0	81	0	310	0	848
Cumulative Conditions	0	0	0	0	991	0	242	0	263	0	1226	0	2722
Cumulative Check	0	0	0	0	990	0	242	0	263	0	1226	0	2721

Intersection Number:	17												
Traffic Node Number:	3467												
Intersection Name:	N. Eleventh St & Taylor St (Protected)												
Peak Hour:	PM												
Count Date:	10/04/12												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	23	356	0	83	262	48	0	567	40	1379
Approved Project Trips													
CSJ ATI	0	0	0	6	189	0	28	51	17	0	209	17	517
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	6	189	0	28	51	17	0	209	17	517
Background Conditions	0	0	0	29	545	0	111	313	65	0	776	57	1896
check	0	0	0	29	545	0	111	313	65	0	776	57	
Project Trips													
Residential Project Trips	0	0	0	0	25	0	0	0	0	0	13	0	38
Retail Project Trips	0	0	0	0	5	0	0	0	0	0	5	0	10
Comm Amenity Proj Trips	0	0	0	0	11	0	0	0	0	0	13	0	24
Net Project Trips	0	0	0	0	41	0	0	0	0	0	31	0	72
Existing + Project	0	0	0	23	397	0	83	262	48	0	598	40	1451
Background + Project	0	0	0	29	586	0	111	313	65	0	807	57	1968
Bkgrd+Proj check	0	0	0	29	586	0	111	313	65	0	806	57	
Existing + Project Check	0	0	0	23	397	0	83	262	48	0	597	40	
Cumulative Project Trips													
North San Jose Phase 2	0	0	0	1	24	0	1	7	1	0	19	0	53
Downtown Strategy Phase 2	0	0	0	0	45	0	5	24	11	0	60	1	146
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	0	0	0	1	69	0	6	31	12	0	79	1	199
ATI + Cumu	0	0	0	7	258	0	34	82	29	0	288	18	716
Cumulative Conditions	0	0	0	30	655	0	117	344	77	0	886	58	2167
Cumulative Check	0	0	0	30	655	0	117	344	77	0	885	58	2166

Intersection Number:	18												
Traffic Node Number:	3470												
Intersection Name:	N. Eleventh St & Jackson St												
Peak Hour:	PM												
Count Date:	10/04/12												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	21	52	0	23	359	18	0	75	26	574
Approved Project Trips													
CSJ ATI	0	0	0	2	14	0	3	57	3	0	29	2	110
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	2	14	0	3	57	3	0	29	2	110
Background Conditions	0	0	0	23	66	0	26	416	21	0	104	28	684
check	0	0	0	23	66	0	26	416	21	0	104	28	
Project Trips													
Residential Project Trips	0	0	0	0	4	0	0	0	7	0	2	0	13
Retail Project Trips	0	0	0	0	3	0	0	0	0	0	3	0	6
Comm Amenity Proj Trips	0	0	0	0	8	0	0	0	0	0	8	0	16
Net Project Trips	0	0	0	0	15	0	0	0	7	0	13	0	35
Existing + Project	0	0	0	21	67	0	23	359	25	0	88	26	609
Background + Project	0	0	0	23	81	0	26	416	28	0	117	28	719
Bkgrd+Proj check	0	0	0	23	81	0	26	416	28	0	117	28	
Existing + Project Check	0	0	0	21	67	0	23	359	25	0	88	26	
Cumulative Project Trips													
North San Jose Phase 2	0	0	0	0	0	0	0	8	0	0	0	0	8
Downtown Strategy Phase 2	0	0	0	2	14	0	3	49	3	0	29	2	102
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	0	0	0	2	14	0	3	57	3	0	29	2	110
ATI + Cumu	0	0	0	4	28	0	6	114	6	0	58	4	220
Cumulative Conditions	0	0	0	25	95	0	29	473	31	0	146	30	829
Cumulative Check	0	0	0	25	95	0	29	473	31	0	146	30	829

Intersection Number:	19													
Traffic Node Number:	3021													
Intersection Name:	Old Oakland Rd & US 101 NB Ramps (CMP)													
Peak Hour:	PM													
Count Date:	09/12/12													
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space													
(S,J) Growth Factor:												Future Growth % Per Year:		
(S,J) Number of Months:												Number of Years to Buildout:		
Movements														
Scenario:	North Approach			East Approach			South Approach			West Approach			Total	
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT		
Existing Conditions	440	1336	0	381	1	212	0	772	231	0	0	0	3373	
Approved Project Trips														
CSJ ATI	236	362	0	150	0	94	0	340	172	0	0	0	1354	
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Approved Trips	236	362	0	150	0	94	0	340	172	0	0	0	1354	
Background Conditions	676	1698	0	531	1	306	0	1112	403	0	0	0	4727	
check	676	1698	0	531	1	306	0	1112	403	0	0	0		
Project Trips														
Residential Project Trips	0	10	0	0	0	3	0	5	0	0	0	0	18	
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comm Amenity Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	
Net Project Trips	0	10	0	0	0	3	0	5	0	0	0	0	18	
Existing + Project	440	1346	0	381	1	215	0	777	231	0	0	0	3391	
Background + Project	676	1708	0	531	1	309	0	1117	403	0	0	0	4745	
Bkgrd+Proj check	676	1708	0	531	1	309	0	1117	403	0	0	0		
Existing + Project Check	440	1346	0	381	1	215	0	777	231	0	0	0		
Cumulative Project Trips														
North San Jose Phase 2	40	88	0	7	0	3	0	12	4	0	0	0	154	
Downtown Strategy Phase 2	42	93	0	27	0	11	0	65	20	0	0	0	258	
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Cumulative Trips	82	181	0	34	0	14	0	77	24	0	0	0	412	
ATI + Cumu	318	543	0	184	0	108	0	417	196	0	0	0	1766	
Cumulative Conditions	758	1889	0	565	1	323	0	1194	427	0	0	0	5157	
Cumulative Check	758	1889	0	565	1	323	0	1194	427	0	0	0	5157	

Intersection Number:	20													
Traffic Node Number:	3022													
Intersection Name:	Old Oakland Rd & US 101 SB Ramps (CMP)													
Peak Hour:	PM													
Count Date:	09/12/12													
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space													
(S,J) Growth Factor:												Future Growth % Per Year:		
(S,J) Number of Months:												Number of Years to Buildout:		
Movements														
Scenario:	North Approach			East Approach			South Approach			West Approach			Total	
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT		
Existing Conditions	0	701	902	0	0	0	470	419	0	454	36	538	3520	
Approved Project Trips														
CSJ ATI	0	319	237	0	0	0	144	266	0	307	0	309	1582	
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Approved Trips	0	319	237	0	0	0	144	266	0	307	0	309	1582	
Background Conditions	0	1020	1139	0	0	0	614	685	0	761	36	847	5102	
check	0	1020	1139	0	0	0	614	685	0	761	36	847		
Project Trips														
Residential Project Trips	0	13	0	0	0	0	2	5	0	0	0	0	20	
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comm Amenity Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	
Net Project Trips	0	13	0	0	0	0	2	5	0	0	0	0	20	
Existing + Project	0	714	902	0	0	0	472	424	0	454	36	538	3540	
Background + Project	0	1033	1139	0	0	0	616	690	0	761	36	847	5122	
Bkgrd+Proj check	0	1033	1139	0	0	0	616	690	0	761	36	847		
Existing + Project Check	0	714	902	0	0	0	472	424	0	454	36	538		
Cumulative Project Trips														
North San Jose Phase 2	0	64	65	0	0	0	6	8	0	20	0	21	184	
Downtown Strategy Phase 2	0	82	84	0	0	0	49	65	0	72	0	73	425	
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Cumulative Trips	0	146	149	0	0	0	55	73	0	92	0	94	609	
ATI + Cumu	0	465	386	0	0	0	199	339	0	399	0	403	2191	
Cumulative Conditions	0	1179	1288	0	0	0	671	763	0	853	36	941	5731	
Cumulative Check	0	1179	1288	0	0	0	671	763	0	853	36	941	5731	

Intersection Number:	21												
Traffic Node Number:	3576												
Intersection Name:	N. Thirteenth St & Hedding St												
Peak Hour:	PM												
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	293	545	212	214	303	40	37	264	40	65	550	232	2795
Approved Project Trips													
CSJ ATI	70	196	279	182	171	14	12	113	2	3	235	30	1307
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	70	196	279	182	171	14	12	113	2	3	235	30	1307
Background Conditions	363	741	491	396	474	54	49	377	42	68	785	262	4102
check	363	741	491	396	474	54	49	377	42	68	785	262	
Project Trips													
Residential Project Trips	3	10	0	0	16	1	1	5	0	0	8	1	45
Retail Project Trips	1	1	0	0	0	0	0	1	0	0	0	0	3
Comm Amenity Proj Trips	2	2	0	0	0	0	0	3	0	0	0	1	8
Net Project Trips	6	13	0	0	16	1	1	9	0	0	8	2	56
Existing + Project	299	558	212	214	319	41	38	273	40	65	558	234	2851
Background + Project	369	754	491	396	490	55	50	386	42	68	793	264	4158
Bkgrd+Proj check	368	753	491	396	490	55	50	386	42	68	793	265	
Existing + Project Check	298	557	212	214	319	41	38	273	40	65	558	235	
Cumulative Project Trips													
North San Jose Phase 2	27	58	21	3	19	4	1	7	0	0	6	2	148
Downtown Strategy Phase 2	11	31	14	3	18	4	2	18	2	3	34	13	153
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	38	89	35	6	37	8	3	25	2	3	40	15	301
ATI + Cumu	108	285	314	188	208	22	15	138	4	6	275	45	1608
Cumulative Conditions	407	843	526	402	527	63	53	411	44	71	833	279	4459
Cumulative Check	406	842	526	402	527	63	53	411	44	71	833	280	4458

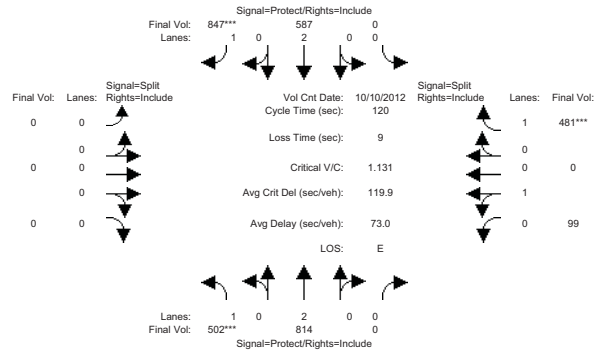
Intersection Number:	22												
Traffic Node Number:	3823												
Intersection Name:	N. Thirteenth St & Taylor St												
Peak Hour:	PM												
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(S,J) Growth Factor:	Future Growth % Per Year:												
(S,J) Number of Months:	Number of Years to Buildout:												
Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	69	376	132	26	313	23	24	168	12	27	641	60	1871
Approved Project Trips													
CSJ ATI	47	36	84	61	99	2	4	14	1	0	127	35	510
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	47	36	84	61	99	2	4	14	1	0	127	35	510
Background Conditions	116	412	216	87	412	25	28	182	13	27	768	95	2381
check	116	412	216	87	412	25	28	182	13	27	768	95	
Project Trips													
Residential Project Trips	8	3	0	0	17	0	0	1	0	0	9	4	42
Retail Project Trips	2	1	0	0	2	0	0	1	0	0	2	2	10
Comm Amenity Proj Trips	4	3	0	0	5	0	0	3	0	0	5	5	25
Net Project Trips	14	7	0	0	24	0	0	5	0	0	16	11	77
Existing + Project	83	383	132	26	337	23	24	173	12	27	657	71	1948
Background + Project	130	419	216	87	436	25	28	187	13	27	784	106	2458
Bkgrd+Proj check	130	419	216	87	436	25	28	187	13	27	784	107	
Existing + Project Check	83	383	132	26	337	23	24	173	12	27	657	72	
Cumulative Project Trips													
North San Jose Phase 2	8	36	15	1	12	0	1	13	1	0	17	2	106
Downtown Strategy Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	8	36	15	1	12	0	1	13	1	0	17	2	106
ATI + Cumu	55	72	99	62	111	2	5	27	2	0	144	37	616
Cumulative Conditions	138	455	231	88	448	25	29	200	14	27	801	108	2564
Cumulative Check	138	455	231	88	448	25	29	200	14	27	801	109	2565

Intersection Number:	23												
Traffic Node Number:	5001												
Intersection Name:	N. Sixth St & Taylor St (unsignalized)												
Peak Hour:	PM	Date of Analysis: 12/18/13											
Count Date:	09/10/13												
Scenario:	600 Res Units + 25 ksf Retail + 60 ksf Community Amenity Space												
(SJ) Growth Factor:											Future Growth % Per Year:		
(SJ) Number of Months:											Number of Years to Buildout:		
	Movements												
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	26	45	10	10	456	35	23	24	24	36	741	17	1447
Approved Project Trips													
CSJ ATI (Interpolated)	0	0	0	0	91	0	0	0	0	0	94	0	185
Approved Component 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	91	0	0	0	0	0	94	0	185
Background Conditions	26	45	10	10	547	35	23	24	24	36	835	17	1632
check	26	45	10	10	547	35	23	24	24	36	835	17	
Project Trips													
Residential Project Trips	0	0	0	0	46	0	0	0	0	0	87	0	133
Retail Project Trips	0	1	0	0	1	2	3	1	3	3	1	0	15
Comm Amenity Proj Trips	0	3	0	0	4	6	7	2	7	7	3	0	39
Net Project Trips	0	4	0	0	51	8	10	3	10	10	91	0	187
Existing + Project	26	49	10	10	507	43	33	27	34	46	832	17	1634
Background + Project	26	49	10	10	598	43	33	27	34	46	926	17	1819
Bkgrd+Proj check	26	49	10	10	598	43	33	27	34	46	927	17	
Existing + Project Check	26	49	10	10	507	43	33	27	34	46	833	17	
Cumulative Project Trips													
North San Jose Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Strategy Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Interpolated Cum Trips	0	0	0	0	30	0	0	0	0	0	5	0	35
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Trips	0	0	0	0	30	0	0	0	0	0	5	0	35
ATI + Cumu	0	0	0	0	121	0	0	0	0	0	99	0	220
Cumulative Conditions	26	49	10	10	628	43	33	27	34	46	931	17	1854
Cumulative Check	26	49	10	10	628	43	33	27	34	46	932	17	1855

Appendix D

Intersection Level of Service Calculations

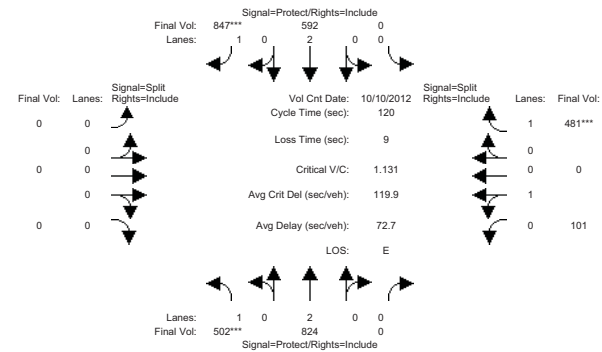
Intersection #3021: Oakland Rd and US 101 North Ramps *



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	0	0	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: 10 Oct 2012 << 7:45-8:45AM												
Base Vol:	502	814	0	0	587	847	0	0	0	99	0	481
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	502	814	0	0	587	847	0	0	0	99	0	481
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:	502	814	0	0	587	847	0	0	0	99	0	481
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	502	814	0	0	587	847	0	0	0	99	0	481
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	502	814	0	0	587	847	0	0	0	99	0	481
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	502	814	0	0	587	847	0	0	0	99	0	481
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.21	0.00	0.00	0.15	0.48	0.00	0.00	0.00	0.06	0.00	0.27
Crit Moves:	****					****						****
Green Time:	30.4	81.8	0.0	0.0	51.4	51.4	0.0	0.0	0.0	29.2	0.0	29.2
Volume/Cap:	1.13	0.31	0.00	0.00	0.36	1.13	0.00	0.00	0.00	0.23	0.00	1.13
Delay/Veh:	128.2	7.8	0.0	0.0	23.3	109.3	0.0	0.0	0.0	36.6	0.0	129.7
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:	128.2	7.8	0.0	0.0	23.3	109.3	0.0	0.0	0.0	36.6	0.0	129.7
LOS by Move:	F	A	A	A	C	F	A	A	A	D	A	F
DesignQueue:	29	9	0	0	12	39	0	0	0	5	0	28

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

Intersection #3021: Oakland Rd and US 101 North Ramps *



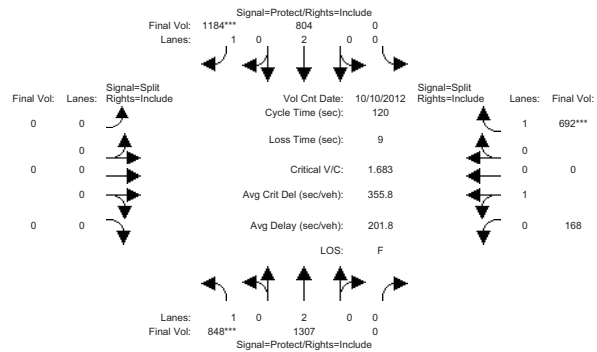
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Oct 2012 << 7:45-8:45AM												
Base Vol:	502	814	0	0	587	847	0	0	0	99	0	481
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	502	814	0	0	587	847	0	0	0	99	0	481
Added Vol:	0	10	0	0	5	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	502	824	0	0	592	847	0	0	0	101	0	481
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	502	824	0	0	592	847	0	0	0	101	0	481
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	502	824	0	0	592	847	0	0	0	101	0	481
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	502	824	0	0	592	847	0	0	0	101	0	481
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.22	0.00	0.00	0.16	0.48	0.00	0.00	0.00	0.06	0.00	0.27
Crit Moves:	****					****						****
Green Time:	30.4	81.8	0.0	0.0	51.4	51.4	0.0	0.0	0.0	29.2	0.0	29.2
Volume/Cap:	1.13	0.32	0.00	0.00	0.36	1.13	0.00	0.00	0.00	0.23	0.00	1.13
Delay/Veh:	128.2	7.8	0.0	0.0	23.4	109.3	0.0	0.0	0.0	36.7	0.0	129.7
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:	128.2	7.8	0.0	0.0	23.4	109.3	0.0	0.0	0.0	36.7	0.0	129.7
LOS by Move:	F	A	A	A	C	F	A	A	A	D	A	F
DesignQueue:	29	9	0	0	12	39	0	0	0	5	0	28

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3021: Oakland Rd and US 101 North Ramps *



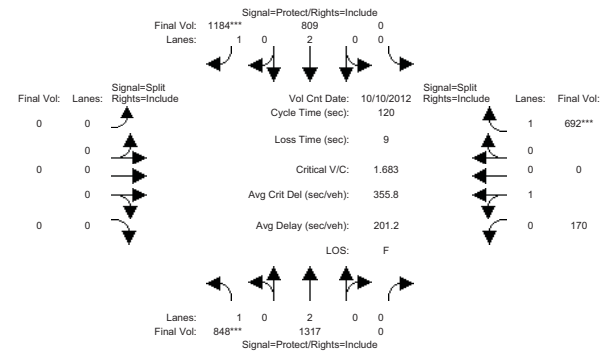
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Oct 2012 << 7:45-8:45AM												
Base Vol:	502	814	0	0	587	847	0	0	0	99	0	481
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	502	814	0	0	587	847	0	0	0	99	0	481
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	346	493	0	0	217	337	0	0	0	69	0	211
Initial Fut:	848	1307	0	0	804	1184	0	0	0	168	0	692
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	848	1307	0	0	804	1184	0	0	0	168	0	692
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	848	1307	0	0	804	1184	0	0	0	168	0	692
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	848	1307	0	0	804	1184	0	0	0	168	0	692
Saturation 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	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.48	0.34	0.00	0.00	0.21	0.68	0.00	0.00	0.00	0.09	0.00	0.40
Crit Moves:	****			****			****			****		
Green Time:	34.6	82.8	0.0	0.0	48.2	48.2	0.0	0.0	0.0	28.2	0.0	28.2
Volume/Cap:	1.68	0.50	0.00	0.00	0.53	1.68	0.00	0.00	0.00	0.40	0.00	1.68
Delay/Veh:	358.5	8.9	0.0	0.0	27.6	349.3	0.0	0.0	0.0	39.3	0.0	363.6
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:	358.5	8.9	0.0	0.0	27.6	349.3	0.0	0.0	0.0	39.3	0.0	363.6
LOS by Move:	F	A	A	A	C	F	A	A	A	D	A	F
DesignQueue:	49	15	0	0	17	60	0	0	0	9	0	42

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj AM

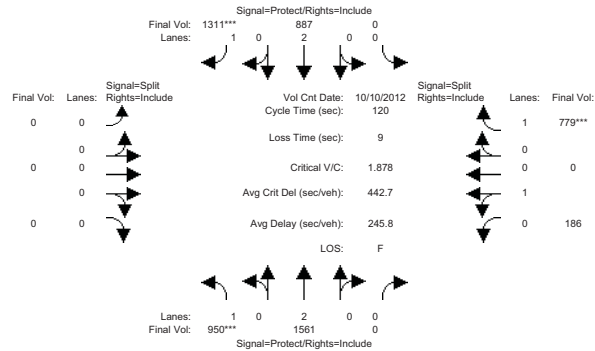
Intersection #3021: Oakland Rd and US 101 North Ramps *



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	0	0	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: 10 Oct 2012 << 7:45-8:45AM												
Base Vol:	502	814	0	0	587	847	0	0	0	99	0	481
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	502	814	0	0	587	847	0	0	0	99	0	481
Added Vol:	0	10	0	0	5	0	0	0	0	2	0	0
ATI:	346	493	0	0	217	337	0	0	0	69	0	211
Initial Fut:	848	1317	0	0	809	1184	0	0	0	170	0	692
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	848	1317	0	0	809	1184	0	0	0	170	0	692
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	848	1317	0	0	809	1184	0	0	0	170	0	692
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	848	1317	0	0	809	1184	0	0	0	170	0	692
Saturation 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	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.48	0.35	0.00	0.00	0.21	0.68	0.00	0.00	0.00	0.09	0.00	0.40
Crit Moves:	****			****			****			****		
Green Time:	34.6	82.8	0.0	0.0	48.2	48.2	0.0	0.0	0.0	28.2	0.0	28.2
Volume/Cap:	1.68	0.50	0.00	0.00	0.53	1.68	0.00	0.00	0.00	0.40	0.00	1.68
Delay/Veh:	358.5	9.0	0.0	0.0	27.6	349.3	0.0	0.0	0.0	39.4	0.0	363.6
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:	358.5	9.0	0.0	0.0	27.6	349.3	0.0	0.0	0.0	39.4	0.0	363.6
LOS by Move:	F	A	A	A	C	F	A	A	A	D	A	F
DesignQueue:	49	15	0	0	17	60	0	0	0	9	0	42

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

Intersection #3021: Oakland Rd and US 101 North Ramps *



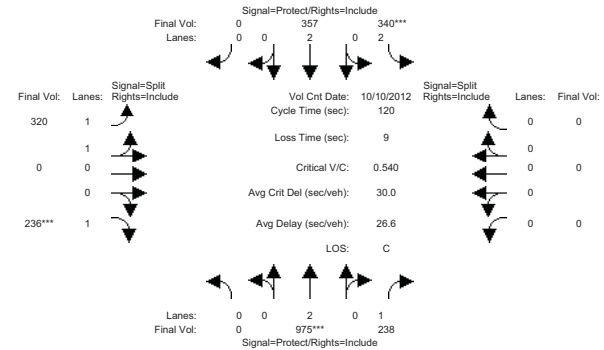
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Min. Green:	7	10	0		0	10	10		0	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 10 Oct 2012 << 7:45-8:45AM																
Base Vol:	502	814	0		0	587	847		0	0	0		99	0	481	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	502	814	0		0	587	847		0	0	0		99	0	481	
Added Vol:	0	10	0		0	5	0		0	0	0		2	0	0	
ATI+CumTrip:	448	737	0		0	295	464		0	0	0		85	0	298	
Initial Fut:	950	1561	0		0	887	1311		0	0	0		186	0	779	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	950	1561	0		0	887	1311		0	0	0		186	0	779	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	950	1561	0		0	887	1311		0	0	0		186	0	779	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	950	1561	0		0	887	1311		0	0	0		186	0	779	

Saturation 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		0.95	0.95	0.92	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	1750	3800	0		0	3800	1750		0	0	0		1800	0	1750	

Capacity Analysis Module:																
Vol/Sat:	0.54	0.41	0.00		0.00	0.23	0.75		0.00	0.00	0.00		0.10	0.00	0.45	
Crit Moves:	****				****								****			
Green Time:	34.7	82.6	0.0		0.0	47.9	47.9		0.0	0.0	0.0		28.4	0.0	28.4	
Volume/Cap:	1.88	0.60	0.00		0.00	0.59	1.88		0.00	0.00	0.00		0.44	0.00	1.88	
Delay/Veh:	445.2	10.3	0.0		0.0	28.9	436.6		0.0	0.0	0.0		39.7	0.0	449.9	
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:	445.2	10.3	0.0		0.0	28.9	436.6		0.0	0.0	0.0		39.7	0.0	449.9	
LOS by Move:	F	B	A		A	C	F		A	A	A		D	A	F	
DesignQueue:	55	18	0		0	19	68		0	0	0		10	0	47	

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

Intersection #3022: Oakland Rd and US 101 South 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:	0	10	10		7	10	0		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: 10 Oct 2012 << 7:30-8:30AM																
Base Vol:	0	975	238		340	357	0		320	0	236		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	975	238		340	357	0		320	0	236		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	975	238		340	357	0		320	0	236		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	975	238		340	357	0		320	0	236		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	975	238		340	357	0		320	0	236		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	975	238		340	357	0		320	0	236		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		0.93	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	2.00	1.00		2.00	2.00	0.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3800	1750		3150	3800	0		3550	0	1750		0	0	0	

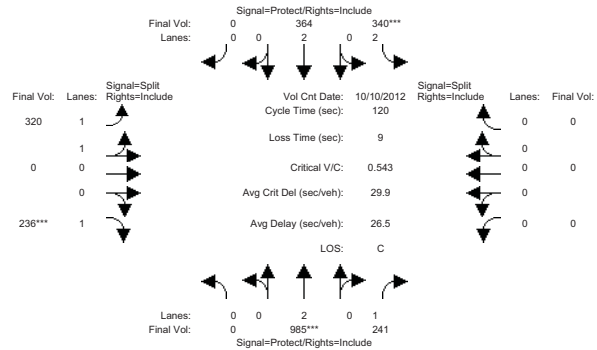
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.14		0.11	0.09	0.00		0.09	0.00	0.13		0.00	0.00	0.00	
Crit Moves:	****				****						****					
Green Time:	0.0	57.0	57.0		24.0	81.0	0.0		30.0	0.0	30.0		0.0	0.0	0.0	
Volume/Cap:	0.00	0.54	0.29		0.54	0.14	0.00		0.36	0.00	0.54		0.00	0.00	0.00	
Delay/Veh:	0.0	22.6	19.3		44.0	7.0	0.0		37.4	0.0	40.4		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	22.6	19.3		44.0	7.0	0.0		37.4	0.0	40.4		0.0	0.0	0.0	
LOS by Move:	A	C	B		D	A	A		D	A	D		A	A	A	
DesignQueue:	0	18	9		11	4	0		9	0	13		0	0	0	

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #3022: Oakland Rd and US 101 South 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:	0	10	10	7	10	0	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:	10 Oct 2012	<<	7:30-8:30AM						
Base Vol:	0	975	238	340	357	0	320	0	236	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	975	238	340	357	0	320	0	236	0	0	0
Added Vol:	0	10	3	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	985	241	340	364	0	320	0	236	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	241	340	364	0	320	0	236	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	985	241	340	364	0	320	0	236	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	241	340	364	0	320	0	236	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	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3550	0	1750	0	0	0

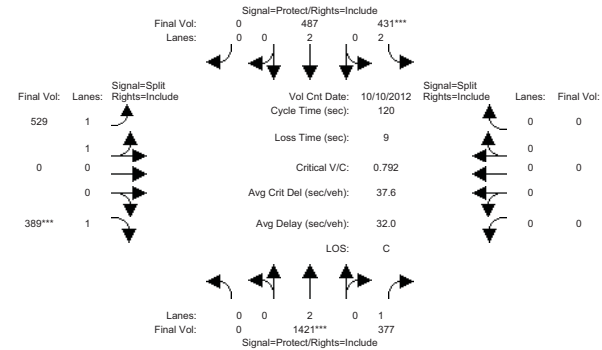
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.14	0.11	0.10	0.00	0.09	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	57.3	57.3	23.9	81.2	0.0	29.8	0.0	29.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.29	0.54	0.14	0.00	0.36	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	22.4	19.2	44.1	7.0	0.0	37.5	0.0	40.6	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	22.4	19.2	44.1	7.0	0.0	37.5	0.0	40.6	0.0	0.0	0.0
LOS by Move:	A	C	B	D	A	A	D	A	D	A	A	A
DesignQueue:	0	18	9	11	4	0	9	0	13	0	0	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3022: Oakland Rd and US 101 South 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:	0	10	10	7	10	0	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:	10 Oct 2012	<<	7:30-8:30AM						
Base Vol:	0	975	238	340	357	0	320	0	236	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	975	238	340	357	0	320	0	236	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	446	139	91	130	0	209	0	153	0	0	0
Initial Fut:	0	1421	377	431	487	0	529	0	389	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	1421	377	431	487	0	529	0	389	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1421	377	431	487	0	529	0	389	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	1421	377	431	487	0	529	0	389	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	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3550	0	1750	0	0	0

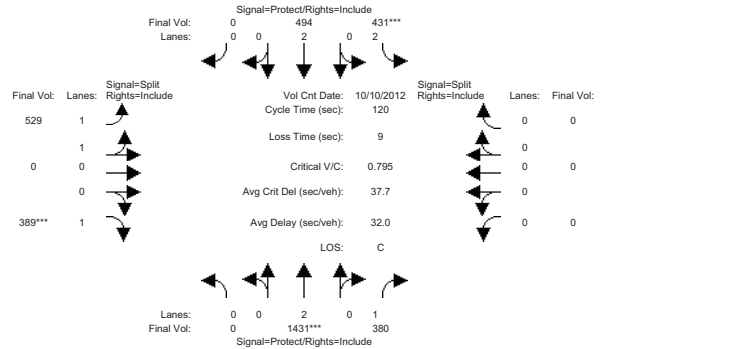
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.22	0.14	0.13	0.00	0.15	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	56.6	56.6	20.7	77.3	0.0	33.7	0.0	33.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.79	0.46	0.79	0.20	0.00	0.53	0.00	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	29.2	21.7	55.4	8.7	0.0	37.1	0.0	48.5	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	29.2	21.7	55.4	8.7	0.0	37.1	0.0	48.5	0.0	0.0	0.0
LOS by Move:	A	C	C	E	A	A	D	A	D	A	A	A
DesignQueue:	0	27	15	15	6	0	14	0	21	0	0	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj AM

Intersection #3022: Oakland Rd and US 101 South 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:	0	10	10	7	10	0	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: 10 Oct 2012 << 7:30-8:30AM												
Base Vol:	0	975	238	340	357	0	320	0	236	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	975	238	340	357	0	320	0	236	0	0	0
Added Vol:	0	10	3	0	7	0	0	0	0	0	0	0
ATI:	0	446	139	91	130	0	209	0	153	0	0	0
Initial Fut:	0	1431	380	431	494	0	529	0	389	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	1431	380	431	494	0	529	0	389	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1431	380	431	494	0	529	0	389	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	1431	380	431	494	0	529	0	389	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	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3550	0	1750	0	0	0

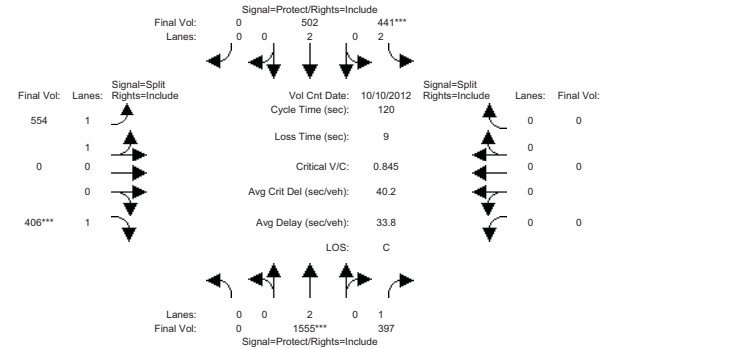
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.22	0.14	0.13	0.00	0.15	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	56.8	56.8	20.6	77.5	0.0	33.5	0.0	33.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.80	0.46	0.80	0.20	0.00	0.53	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	0.0	29.2	21.7	55.7	8.7	0.0	37.2	0.0	48.8	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	29.2	21.7	55.7	8.7	0.0	37.2	0.0	48.8	0.0	0.0	0.0
LOS by Move:	A	C	C	E	A	A	D	A	D	A	A	A
DesignQueue:	0	27	15	15	6	0	14	0	21	0	0	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3022: Oakland Rd and US 101 South 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:	0	10	10	7	10	0	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:	10 Oct 2012	<<	7:30-8:30AM						
Base Vol:	0	975	238	340	357	0	320	0	236	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	975	238	340	357	0	320	0	236	0	0	0
Added Vol:	0	10	3	0	7	0	0	0	0	0	0	0
ATI+CumTrip:	0	570	156	101	138	0	234	0	170	0	0	0
Initial Fut:	0	1555	397	441	502	0	554	0	406	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	1555	397	441	502	0	554	0	406	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1555	397	441	502	0	554	0	406	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1555	397	441	502	0	554	0	406	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	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3550	0	1750	0	0	0

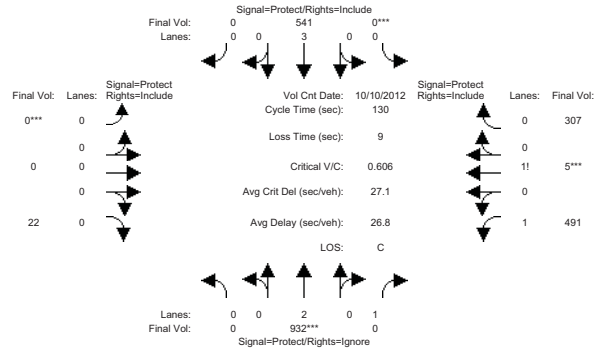
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.23	0.14	0.13	0.00	0.16	0.00	0.23	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	58.1	58.1	19.9	78.0	0.0	33.0	0.0	33.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.84	0.47	0.84	0.20	0.00	0.57	0.00	0.84	0.00	0.00	0.00
Delay/Veh:	0.0	30.8	21.0	60.6	8.5	0.0	38.2	0.0	54.0	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	30.8	21.0	60.6	8.5	0.0	38.2	0.0	54.0	0.0	0.0	0.0
LOS by Move:	A	C	C	E	A	A	D	A	D	A	A	A
DesignQueue:	0	29	16	15	6	0	15	0	22	0	0	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3054: First St and I-880 North 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:	0	10	10	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 10 Oct 2012 << 7:50-8:50AM											
Base Vol:	0	932	234	0	541	0	0	0	22	491	5	307
Growth Adj:	1.00	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	932	234	0	541	0	0	0	22	491	5	307
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	932	234	0	541	0	0	0	22	491	5	307
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	932	0	0	541	0	0	0	22	491	5	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	932	0	0	541	0	0	0	22	491	5	307
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	932	0	0	541	0	0	0	22	491	5	307

Saturation 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	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.44	0.01	0.55
Final Sat.:	0	3800	1750	0	5700	0	0	0	1750	2521	16	964

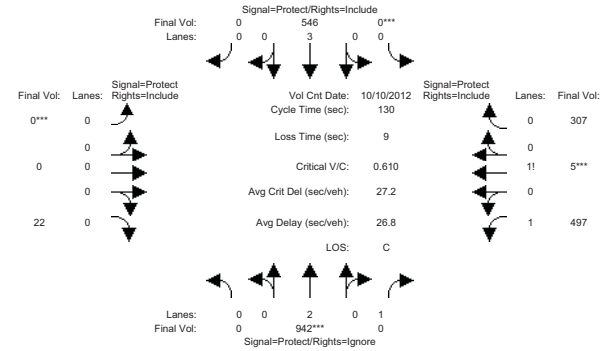
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.09	0.00	0.00	0.00	0.01	0.19	0.32	0.32
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	52.6	0.0	0.0	52.6	0.0	0.0	0.0	4.1	64.2	68.4	68.4
Volume/Cap:	0.00	0.61	0.00	0.00	0.23	0.00	0.00	0.00	0.39	0.39	0.61	0.61
Delay/Veh:	0.0	31.2	0.0	0.0	25.5	0.0	0.0	0.0	66.2	20.8	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:	0.0	31.2	0.0	0.0	25.5	0.0	0.0	0.0	66.2	20.8	22.2	22.2
LOS by Move:	A	C	A	A	C	A	A	A	E	C	C	C
DesignQueue:	0	21	0	0	8	0	0	0	2	14	22	22

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #3054: First St and I-880 North 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:	0	10	10	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 10 Oct 2012 << 7:50-8:50AM											
Base Vol:	0	932	234	0	541	0	0	0	22	491	5	307
Growth Adj:	1.00	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	932	234	0	541	0	0	0	22	491	5	307
Added Vol:	0	10	26	0	5	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	942	260	0	546	0	0	0	22	497	5	307
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	942	0	0	546	0	0	0	22	497	5	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	942	0	0	546	0	0	0	22	497	5	307
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	942	0	0	546	0	0	0	22	497	5	307

Saturation 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	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.44	0.01	0.55
Final Sat.:	0	3800	1750	0	5700	0	0	0	1750	2526	16	959

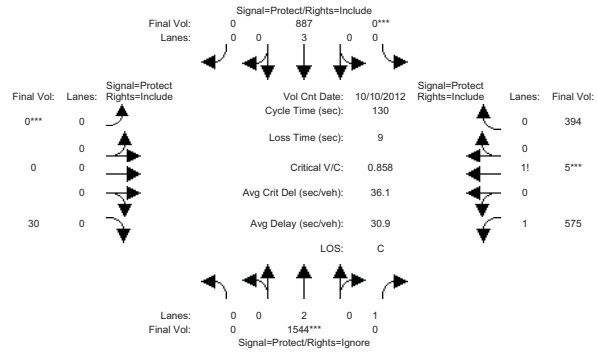
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.10	0.00	0.00	0.00	0.01	0.20	0.32	0.32
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	52.8	0.0	0.0	52.8	0.0	0.0	0.0	4.1	64.1	68.2	68.2
Volume/Cap:	0.00	0.61	0.00	0.00	0.24	0.00	0.00	0.00	0.40	0.40	0.61	0.61
Delay/Veh:	0.0	31.2	0.0	0.0	25.4	0.0	0.0	0.0	66.4	20.9	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:	0.0	31.2	0.0	0.0	25.4	0.0	0.0	0.0	66.4	20.9	22.4	22.4
LOS by Move:	A	C	A	A	C	A	A	A	E	C	C	C
DesignQueue:	0	21	0	0	8	0	0	0	2	14	22	22

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3054: First St and I-880 North Ramps *



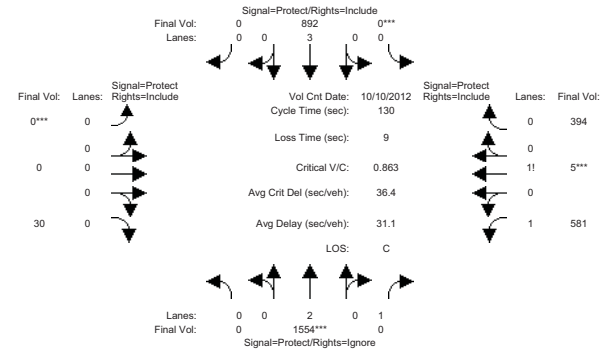
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 10 Oct 2012 << 7:50-8:50AM											
Base Vol:	0	932	234	0	541	0	0	0	0	22	491	5
Growth Adj:	1.00	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	932	234	0	541	0	0	0	0	22	491	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	612	18	0	346	0	0	0	0	8	84	0
Initial Fut:	0	1544	252	0	887	0	0	0	0	30	575	5
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1544	0	0	887	0	0	0	0	30	575	5
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1544	0	0	887	0	0	0	0	30	575	5
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	1544	0	0	887	0	0	0	0	30	575	5
Saturation 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	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.42	0.01	0.57
Final Sat.:	0	3800	1750	0	5700	0	0	0	0	1750	2483	13
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.16	0.00	0.00	0.00	0.02	0.23	0.39	0.39
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	61.6	0.0	0.0	61.6	0.0	0.0	0.0	4.1	55.3	59.4	59.4
Volume/Cap:	0.00	0.86	0.00	0.00	0.33	0.00	0.00	0.00	0.54	0.54	0.86	0.86
Delay/Veh:	0.0	34.7	0.0	0.0	21.4	0.0	0.0	0.0	72.8	28.2	38.2	38.2
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	34.7	0.0	0.0	21.4	0.0	0.0	0.0	72.8	28.2	38.2	38.2
LOS by Move:	A	C	A	A	C	A	A	C	A	E	C	D
DesignQueue:	0	32	0	0	12	0	0	0	2	19	32	32

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj AM

Intersection #3054: First St and I-880 North Ramps *



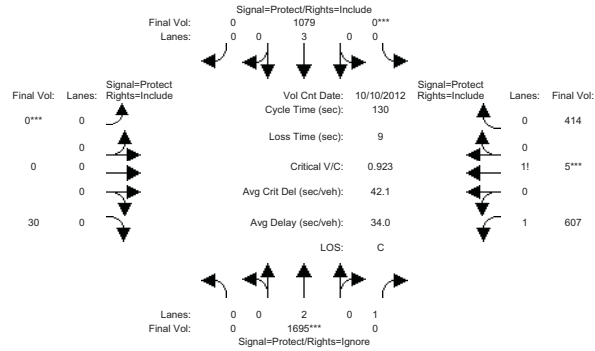
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 10 Oct 2012 << 7:50-8:50AM											
Base Vol:	0	932	234	0	541	0	0	0	0	22	491	5
Growth Adj:	1.00	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	932	234	0	541	0	0	0	0	22	491	5
Added Vol:	0	10	26	0	5	0	0	0	0	0	6	0
ATI:	0	612	18	0	346	0	0	0	0	8	84	0
Initial Fut:	0	1554	278	0	892	0	0	0	0	30	581	5
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1554	0	0	892	0	0	0	0	30	581	5
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1554	0	0	892	0	0	0	0	30	581	5
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	1554	0	0	892	0	0	0	0	30	581	5
Saturation 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	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.42	0.01	0.57
Final Sat.:	0	3800	1750	0	5700	0	0	0	0	1750	2487	13
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.16	0.00	0.00	0.00	0.02	0.23	0.39	0.39
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	61.6	0.0	0.0	61.6	0.0	0.0	0.0	4.1	55.3	59.4	59.4
Volume/Cap:	0.00	0.86	0.00	0.00	0.33	0.00	0.00	0.00	0.55	0.55	0.86	0.86
Delay/Veh:	0.0	35.0	0.0	0.0	21.4	0.0	0.0	0.0	73.4	28.4	38.6	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.0	0.0	0.0	21.4	0.0	0.0	0.0	73.4	28.4	38.6	38.6
LOS by Move:	A	C	A	A	C	A	A	C	A	E	C	D
DesignQueue:	0	32	0	0	12	0	0	0	2	19	32	32

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3054: First St and I-880 North 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:	0	10	10	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 10 Oct 2012 << 7:50-8:50AM											
Base Vol:	0	932	234	0	541	0	0	0	22	491	5	307
Growth Adj:	1.00	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	932	234	0	541	0	0	0	22	491	5	307
Added Vol:	0	10	26	0	5	0	0	0	0	6	0	0
ATI+CumTrip:	0	753	33	0	533	0	0	0	8	110	0	107
Initial Fut:	0	1695	293	0	1079	0	0	0	30	607	5	414
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1695	0	0	1079	0	0	0	30	607	5	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1695	0	0	1079	0	0	0	30	607	5	414
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	1695	0	0	1079	0	0	0	30	607	5	414

Saturation 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	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.42	0.01	0.57
Final Sat.:	0	3800	1750	0	5700	0	0	0	1750	2485	12	1003

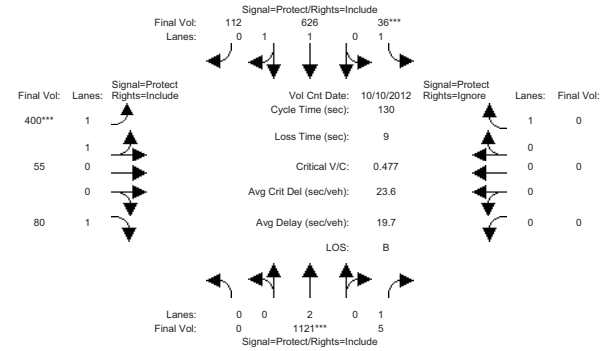
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.00	0.19	0.00	0.00	0.00	0.02	0.24	0.41	0.41
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	62.8	0.0	0.0	62.8	0.0	0.0	0.0	3.8	54.3	58.2	58.2
Volume/Cap:	0.00	0.92	0.00	0.00	0.39	0.00	0.00	0.00	0.58	0.58	0.92	0.92
Delay/Veh:	0.0	39.6	0.0	0.0	21.5	0.0	0.0	0.0	78.4	29.6	46.3	46.3
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	39.6	0.0	0.0	21.5	0.0	0.0	0.0	78.4	29.6	46.3	46.3
LOS by Move:	A	D	A	A	C	A	A	E	C	D	D	D
DesignQueue:	0	35	0	0	14	0	0	0	2	21	34	34

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3055: First St and I-880 South 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:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 10 Oct 2012 << 7:55-8:55AM											
Base Vol:	0	1121	5	36	626	112	400	55	80	0	0	181
Growth Adj:	1.00	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	1121	5	36	626	112	400	55	80	0	0	181
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	1121	5	36	626	112	400	55	80	0	0	181
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	1121	5	36	626	112	400	55	80	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1121	5	36	626	112	400	55	80	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1121	5	36	626	112	400	55	80	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	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.69	0.31	1.76	0.24	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3138	561	3121	429	1750	0	0	1750

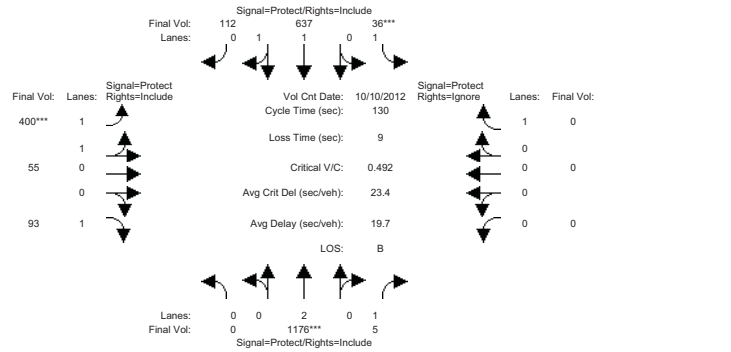
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.02	0.20	0.20	0.13	0.13	0.05	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	79.5	79.5	7.0	86.5	86.5	34.5	34.5	34.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.48	0.00	0.38	0.30	0.30	0.48	0.48	0.17	0.00	0.00	0.00
Delay/Veh:	0.0	14.6	9.9	70.8	9.4	9.4	42.0	42.0	37.5	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	14.6	9.9	70.8	9.4	9.4	42.0	42.0	37.5	0.0	0.0	0.0
LOS by Move:	A	B	A	E	A	A	D	D	D	A	A	A
DesignQueue:	0	17	0	3	10	10	13	13	5	0	0	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #3055: First St and I-880 South 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:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Oct 2012	<<	7:55-8:55AM							
Base Vol:		0	1121	5	36	626	112	400	55	80	0	0	181
Growth Adj:	1.00	1.00	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	1121	5	36	626	112	400	55	80	0	0	181
Added Vol:		0	55	0	0	11	0	0	0	13	0	0	0
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:		0	1176	5	36	637	112	400	55	93	0	0	181
User Adj:	1.00	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	1.00	0.00
PHF Volume:		0	1176	5	36	637	112	400	55	93	0	0	0
Reducut Vol:		0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		0	1176	5	36	637	112	400	55	93	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	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	1.00	0.00
FinalVolume:		0	1176	5	36	637	112	400	55	93	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	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.69	0.31	1.76	0.24	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3146	553	3121	429	1750	0	0	1750

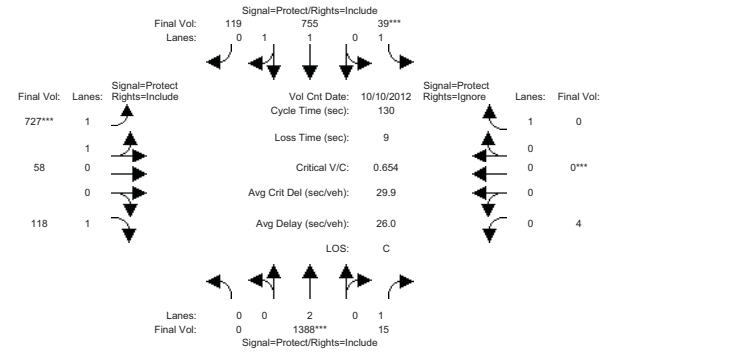
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.02	0.20	0.20	0.13	0.13	0.05	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	80.6	80.6	7.0	87.6	87.6	33.4	33.4	33.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.00	0.38	0.30	0.30	0.50	0.50	0.21	0.00	0.00	0.00
Delay/Veh:	0.0	14.3	9.4	70.8	9.0	9.0	43.1	43.1	39.0	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	14.3	9.4	70.8	9.0	9.0	43.1	43.1	39.0	0.0	0.0	0.0
LOS by Move:	A	B	A	E	A	A	D	D	D	A	A	A
DesignQueue:	0	17	0	3	9	9	13	13	5	0	0	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3055: First St and I-880 South 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:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 Oct 2012	<<	7:55-8:55AM						
Base Vol:	0	1121	5	36	626	112	400	55	80	0	0	181
Growth Adj:	1.00	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	1121	5	36	626	112	400	55	80	0	0	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	267	10	3	129	7	327	3	38	4	0	13
Initial Fut:	0	1388	15	39	755	119	727	58	118	4	0	194
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	1388	15	39	755	119	727	58	118	4	0	0
Reducd Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1388	15	39	755	119	727	58	118	4	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1388	15	39	755	119	727	58	118	4	0	0

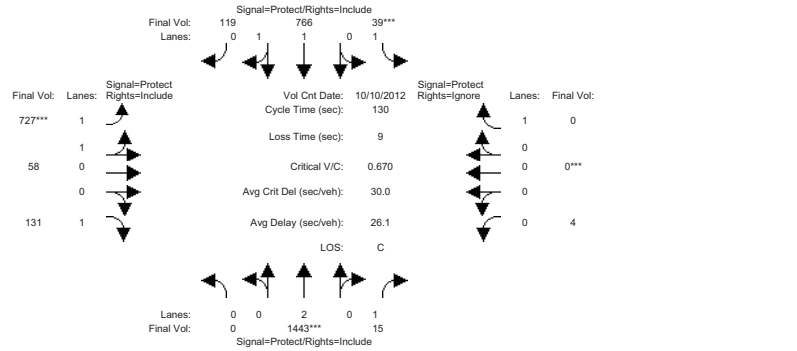
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	1.00	1.72	0.28	1.85	0.15	1.00	1.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3196	504	3288	262	1750	1750	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.01	0.02	0.24	0.24	0.22	0.22	0.07	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	71.0	71.0	7.0	78.0	78.0	43.0	42.5	42.5	0.4	0.0	0.0
Volume/Cap:	0.00	0.67	0.02	0.41	0.39	0.39	0.67	0.68	0.21	0.68	0.00	0.00
Delay/Veh:	0.0	22.8	13.5	72.4	14.1	14.1	40.4	40.9	32.4	304.4	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	22.8	13.5	72.4	14.1	14.1	40.4	40.9	32.4	304.4	0.0	0.0
LOS by Move:	A	C	B	E	B	B	D	D	C	F	A	A
DesignQueue:	0	25	1	3	14	14	21	21	6	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj AM

Intersection #3055: First St and I-880 South Ramps *

[illegible]

Volume Module: >> Count Date: 10 Oct 2012 << 7:55:48:55AM												
Base Vol:	0	1121	5	36	626	112	400	55	80	0	0	181
Growth Adj:	1.00	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	1121	5	36	626	112	400	55	80	0	0	181
Added Vol:	0	55	0	31	11	0	0	0	13	0	0	0
ATI:	0	267	10	3	129	7	327	3	38	4	0	13
Initial Fut:	0	1443	15	39	766	119	727	58	131	4	0	194
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	1443	15	39	766	119	727	58	131	4	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1443	15	39	766	119	727	58	131	4	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1443	15	39	766	119	727	58	131	4	0	0

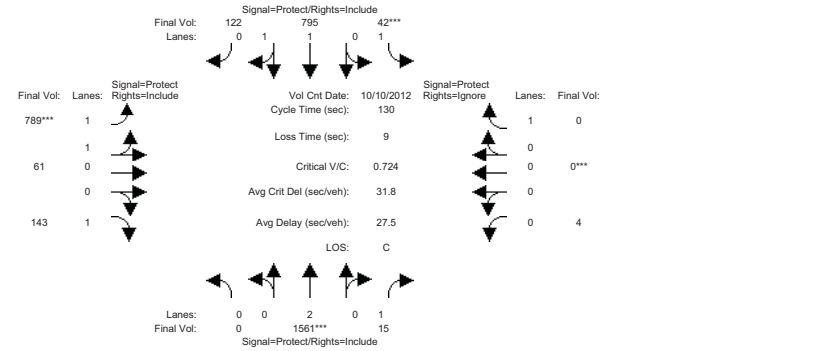
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	1.00	1.72	0.28	1.85	1.05	1.00	1.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3202	497	3288	262	1750	1750	0	

Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.01	0.02	0.24	0.24	0.22	0.22	0.07	0.00	0.00	0.00
Crit Moves:	****		****				****			****		
Green Time:	0.0	72.0	72.0	7.0	79.0	79.0	42.0	41.5	41.5	0.4	0.0	0.0
Volume/Cap:	0.00	0.69	0.02	0.41	0.39	0.39	0.69	0.69	0.23	0.69	0.00	0.00
Delay/Veh:	0.0	22.7	13.1	72.4	13.6	13.6	41.6	42.1	33.5	314.6	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	22.7	13.1	72.4	13.6	13.6	41.6	42.1	33.5	314.6	0.0	0.0
LOS by Move:	A	C	B	E	B	B	D	D	C	F	A	A
DesignQueue:	0	25	1	3	14	14	22	22	7	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3055: First St and I-880 South 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:	0 10 10	7 10 10	10 10 10	0 0 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0

Volume Module: >> Count Date: 10 Oct 2012 << 7:55-8:55AM												
Base Vol:	0	1121	5	36	626	112	400	55	80	0	0	181
Growth Adj:	1.00	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	1121	5	36	626	112	400	55	80	0	0	181
Added Vol:	0	55	0	0	11	0	0	0	13	0	0	0
ATI+CumTrip:	0	385	10	6	158	10	389	6	50	4	0	26
Initial Fut:	0	1561	15	42	795	122	789	61	143	4	0	207
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	1561	15	42	795	122	789	61	143	4	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1561	15	42	795	122	789	61	143	4	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1561	15	42	795	122	789	61	143	4	0	0

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.93	0.95	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	1.00	1.73	0.27	1.86	0.14	1.00	1.00	0.00
Final Sat.:	0	3800	1750	1750	3207	492	3295	255	1750	1750	0

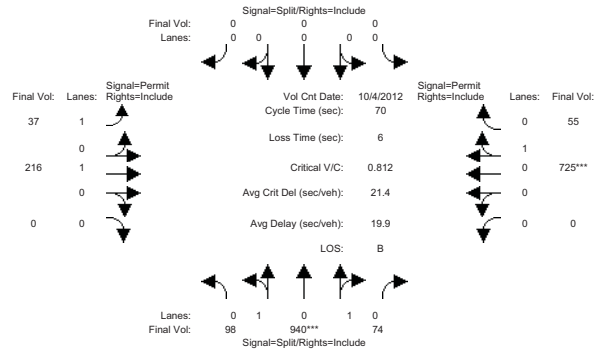
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.01	0.02	0.25	0.25	0.24	0.24	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	72.0	72.0	7.0	79.0	79.0	42.0	41.6	41.6	0.4	0.0	0.0
Volume/Cap:	0.00	0.74	0.02	0.45	0.41	0.41	0.74	0.75	0.26	0.75	0.00	0.00
Delay/Veh:	0.0	24.3	13.1	74.1	13.8	13.8	43.5	44.1	33.8	349.8	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	24.3	13.1	74.1	13.8	13.8	43.5	44.1	33.8	349.8	0.0	0.0
LOS by Move:	A	C	B	E	B	B	D	D	C	F	A	A
DesignQueue:	0	28	1	3	14	14	23	24	8	0	0	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3467: Eleventh St and Taylor St (P)



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Oct 2012	<<	7:45-8:45AM						
Base Vol:	98	940	74	0	0	0	37	216	0	0	725	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	940	74	0	0	0	37	216	0	0	725	55
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:	98	940	74	0	0	0	37	216	0	0	725	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:	98	940	74	0	0	0	37	216	0	0	725	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	940	74	0	0	0	37	216	0	0	725	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:	98	940	74	0	0	0	37	216	0	0	725	55

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.18	1.69	0.13	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	317	3043	240	0	0	0	1750	1900	0	0	1673	127

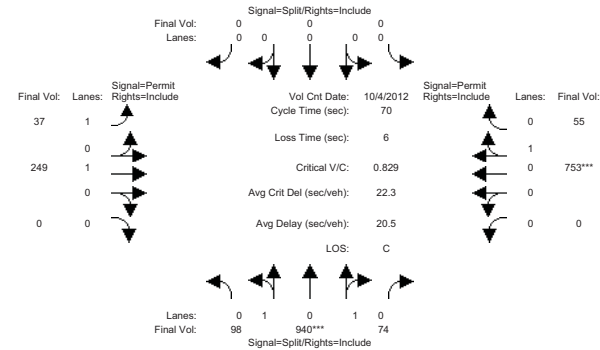
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.00	0.00	0.00	0.02	0.11	0.00	0.00	0.43	0.43
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.6	26.6	26.6	0.0	0.0	0.0	37.4	37.4	0.0	0.0	37.4	37.4
Volume/Cap:	0.81	0.81	0.81	0.00	0.00	0.00	0.04	0.21	0.00	0.00	0.81	0.81
Delay/Veh:	23.2	23.2	23.2	0.0	0.0	0.0	7.8	8.7	0.0	0.0	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:	23.2	23.2	23.2	0.0	0.0	0.0	7.8	8.7	0.0	0.0	18.7	18.7
LOS by Move:	C	C	C	A	A	A	A	A	A	A	B	B
DesignQueue:	15	15	15	0	0	0	1	4	0	0	16	16

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #3467: Eleventh St and Taylor St (P)



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Oct 2012	<<	7:45-8:45AM						
Base Vol:	98	940	74	0	0	0	37	216	0	0	725	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	940	74	0	0	0	37	216	0	0	725	55
Added Vol:	0	0	0	0	0	0	0	33	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	940	74	0	0	0	37	249	0	0	753	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:	98	940	74	0	0	0	37	249	0	0	753	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	940	74	0	0	0	37	249	0	0	753	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:	98	940	74	0	0	0	37	249	0	0	753	55

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.18	1.69	0.13	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	317	3043	240	0	0	0	1750	1900	0	0	1677	123

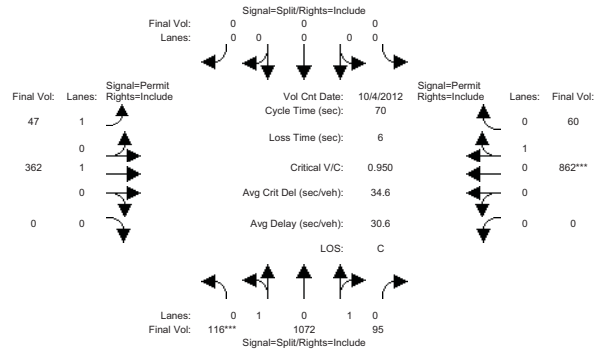
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.00	0.00	0.00	0.02	0.13	0.00	0.00	0.45	0.45
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.1	26.1	26.1	0.0	0.0	0.0	37.9	37.9	0.0	0.0	37.9	37.9
Volume/Cap:	0.83	0.83	0.83	0.00	0.00	0.00	0.04	0.24	0.00	0.00	0.83	0.83
Delay/Veh:	24.4	24.4	24.4	0.0	0.0	0.0	7.5	8.6	0.0	0.0	19.4	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:	24.4	24.4	24.4	0.0	0.0	0.0	7.5	8.6	0.0	0.0	19.4	19.4
LOS by Move:	C	C	C	A	A	A	A	A	A	A	B	B
DesignQueue:	15	15	15	0	0	0	1	5	0	0	17	17

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3467: Eleventh St and Taylor St (P)



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2012 << 7:45-8:45AM												
Base Vol:	98	940	74	0	0	0	37	216	0	0	725	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	940	74	0	0	0	37	216	0	0	725	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	18	132	21	0	0	0	10	146	0	0	137	5
Initial Fut:	116	1072	95	0	0	0	47	362	0	0	862	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	1072	95	0	0	0	47	362	0	0	862	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1072	95	0	0	0	47	362	0	0	862	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	1072	95	0	0	0	47	362	0	0	862	60

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.18	1.67	0.15	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	325	3008	267	0	0	0	1750	1900	0	0	1683	117

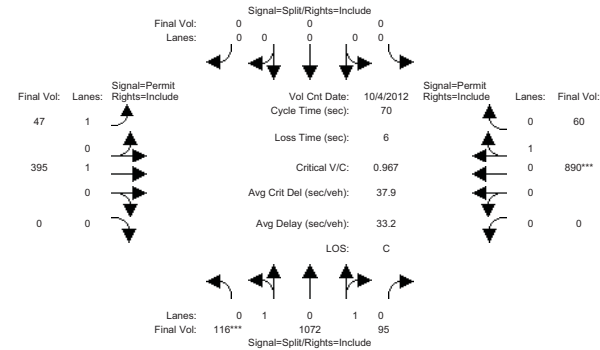
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.00	0.00	0.00	0.03	0.19	0.00	0.00	0.51	0.51
Crit Moves:	****											****
Green Time:	26.3	26.3	26.3	0.0	0.0	0.0	37.7	37.7	0.0	0.0	37.7	37.7
Volume/Cap:	0.95	0.95	0.95	0.00	0.00	0.00	0.05	0.35	0.00	0.00	0.95	0.95
Delay/Veh:	35.5	35.5	35.5	0.0	0.0	0.0	7.7	9.4	0.0	0.0	33.3	33.3
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:	35.5	35.5	35.5	0.0	0.0	0.0	7.7	9.4	0.0	0.0	33.3	33.3
LOS by Move:	D	D	D	A	A	A	A	A	A	A	C	C
DesignQueue:	18	18	18	0	0	0	1	7	0	0	20	20

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj AM

Intersection #3467: Eleventh St and Taylor St (P)



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2012 << 7:45-8:45AM												
Base Vol:	98	940	74	0	0	0	37	216	0	0	725	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	940	74	0	0	0	37	216	0	0	725	55
Added Vol:	0	0	0	0	0	0	0	33	0	0	28	0
ATI:	18	132	21	0	0	0	10	146	0	0	137	5
Initial Fut:	116	1072	95	0	0	0	47	395	0	0	890	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	1072	95	0	0	0	47	395	0	0	890	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1072	95	0	0	0	47	395	0	0	890	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	1072	95	0	0	0	47	395	0	0	890	60

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.18	1.67	0.15	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.94	0.06
Final Sat.:	325	3008	267	0	0	0	1750	1900	0	0	1686	114

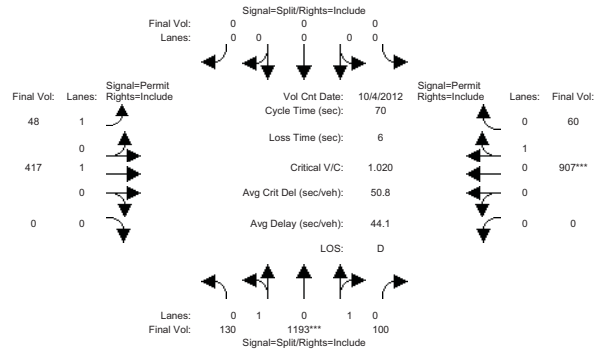
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.00	0.00	0.00	0.03	0.21	0.00	0.00	0.53	0.53
Crit Moves:	****											****
Green Time:	25.8	25.8	25.8	0.0	0.0	0.0	38.2	38.2	0.0	0.0	38.2	38.2
Volume/Cap:	0.97	0.97	0.97	0.00	0.00	0.00	0.05	0.38	0.00	0.00	0.97	0.97
Delay/Veh:	39.1	39.1	39.1	0.0	0.0	0.0	7.4	9.4	0.0	0.0	36.3	36.3
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:	39.1	39.1	39.1	0.0	0.0	0.0	7.4	9.4	0.0	0.0	36.3	36.3
LOS by Move:	D	D	D	A	A	A	A	A	A	A	D	D
DesignQueue:	18	18	18	0	0	0	1	7	0	0	20	20

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3467: Eleventh St and Taylor St (P)



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 4 Oct 2012 << 7:45-8:45AM											
Base Vol:	98	940	74	0	0	0	37	216	0	0	725	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	940	74	0	0	0	37	216	0	0	725	55
Added Vol:	0	0	0	0	0	0	0	33	0	0	28	0
ATI+CumTrip:	32	253	26	0	0	0	11	168	0	0	154	5
Initial Fut:	130	1193	100	0	0	0	48	417	0	0	907	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1193	100	0	0	0	48	417	0	0	907	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1193	100	0	0	0	48	417	0	0	907	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1193	100	0	0	0	48	417	0	0	907	60

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.18	1.68	0.14	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.94	0.06
Final Sat.:	329	3018	253	0	0	0	1750	1900	0	0	1688	112

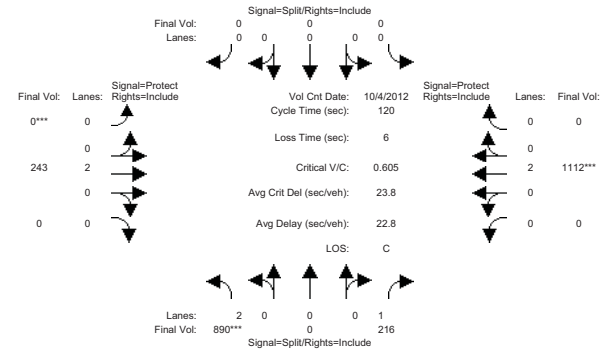
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.00	0.00	0.00	0.03	0.22	0.00	0.00	0.54	0.54
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.1	27.1	27.1	0.0	0.0	0.0	36.9	36.9	0.0	0.0	36.9	36.9
Volume/Cap:	1.02	1.02	1.02	0.00	0.00	0.00	0.05	0.42	0.00	0.00	1.02	1.02
Delay/Veh:	50.7	50.7	50.7	0.0	0.0	0.0	8.1	10.3	0.0	0.0	50.9	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:	50.7	50.7	50.7	0.0	0.0	0.0	8.1	10.3	0.0	0.0	50.9	50.9
LOS by Move:	D	D	D	A	A	A	A	B	A	A	D	D
DesignQueue:	20	20	20	0	0	0	1	8	0	0	21	21

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3469: Eleventh St and Hedding St



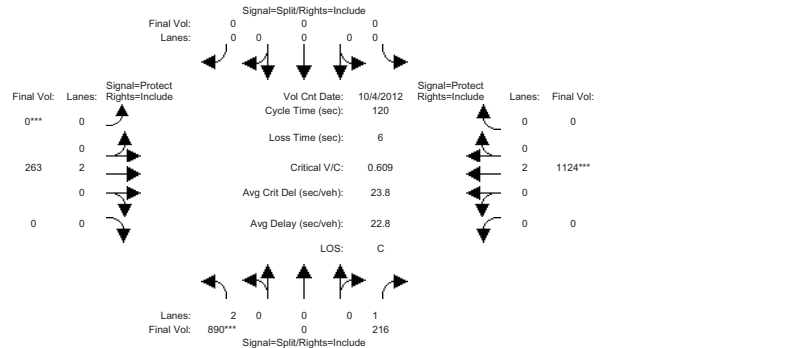
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 4 Oct 2012 << 7:40-8:40AM											
Base Vol:	890	0	216	0	0	0	0	243	0	0	1112	0
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:	890	0	216	0	0	0	0	243	0	0	1112	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:	890	0	216	0	0	0	0	243	0	0	1112	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:	890	0	216	0	0	0	0	243	0	0	1112	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	890	0	216	0	0	0	0	243	0	0	1112	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:	890	0	216	0	0	0	0	243	0	0	1112	0

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

Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.12	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.29	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	56.0	0.0	56.0	0.0	0.0	0.0	0.0	58.0	0.0	0.0	58.0	0.0
Volume/Cap:	0.61	0.00	0.26	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.61	0.00
Delay/Veh:	24.5	0.0	19.6	0.0	0.0	0.0	0.0	17.1	0.0	0.0	23.2	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:	24.5	0.0	19.6	0.0	0.0	0.0	0.0	17.1	0.0	0.0	23.2	0.0
LOS by Move:	C	A	B	A	A	A	A	B	A	A	C	A
DesignQueue:	20	0	9	0	0	0	0	4	0	0	20	0

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

Intersection #3469: Eleventh St and Hedding St



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	0	10	0	0	0	0	10	0	0	10	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

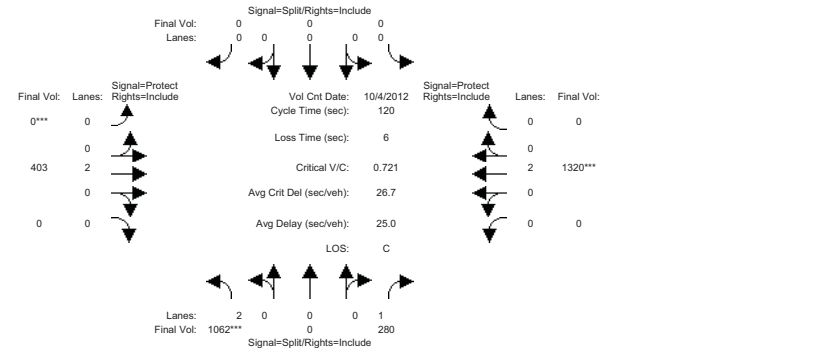
Volume Module:	>> Count			Date:	4 Oct 2012	<< 7:40	-8:40AM					
Base Vol:	890	0	216	0	0	0	0	243	0	0	1112	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	890	0	216	0	0	0	0	243	0	0	1112	0
Added Vol:	0	0	0	0	0	0	0	20	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	890	0	216	0	0	0	0	263	0	0	1124	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:	890	0	216	0	0	0	0	263	0	0	1124	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	890	0	216	0	0	0	0	263	0	0	1124	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:	890	0	216	0	0	0	0	263	0	0	1124	0

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

Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.12	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.30	0.00
Crit Moves:	****						****			****		
Green Time:	55.7	0.0	55.7	0.0	0.0	0.0	0.0	58.3	0.0	0.0	58.3	0.0
Volume/Cap:	0.61	0.00	0.27	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.61	0.00
Delay/Veh:	24.8	0.0	19.8	0.0	0.0	0.0	0.0	17.1	0.0	0.0	23.1	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:	24.8	0.0	19.8	0.0	0.0	0.0	0.0	17.1	0.0	0.0	23.1	0.0
LOS by Move:	C	A	B	A	A	A	A	B	A	A	C	A
DesignQueue:	20	0	9	0	0	0	0	5	0	0	21	0
Note: Queue reported is the number of cars per lane.												

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

Intersection #3469: Eleventh St and Hedding St



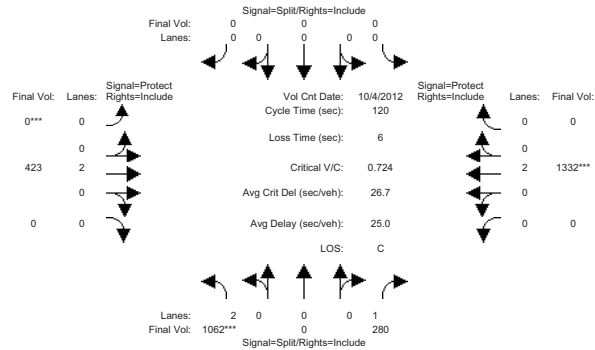
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- ----- -----												
Volume Module:	>>	Count	Date:	4 Oct 2012	<<	7:40-8:40AM						
Base Vol:	890	0	216	0	0	0	0	243	0	0	1112	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:	890	0	216	0	0	0	0	243	0	0	1112	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	172	0	64	0	0	0	0	160	0	0	208	0
Initial Fut:	1062	0	280	0	0	0	0	403	0	0	1320	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:	1062	0	280	0	0	0	0	403	0	0	1320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1062	0	280	0	0	0	0	403	0	0	1320	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:	1062	0	280	0	0	0	0	403	0	0	1320	0
----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	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	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	0	0	3800	0
----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.16	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.35	0.00
Crit Moves:	****							****			****	
Green Time:	56.1	0.0	56.1	0.0	0.0	0.0	0.0	57.9	0.0	0.0	57.9	0.0
Volume/Cap:	0.72	0.00	0.34	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.72	0.00
Delay/Veh:	27.4	0.0	20.5	0.0	0.0	0.0	0.0	18.1	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:	27.4	0.0	20.5	0.0	0.0	0.0	0.0	18.1	0.0	0.0	26.1	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	C	A
DesignQueue:	24	0	11	0	0	0	0	7	0	0	25	0
Note: Queue reported is the number of cars per lane.												

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj AM

Intersection #3469: Eleventh St and Hedding St



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	0	10	0	0	0	0	10	0	0	10	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: 4 Oct 2012 << 7:40-8:40AM												
Base Vol:	890	0	216	0	0	0	0	243	0	0	1112	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:	890	0	216	0	0	0	0	243	0	0	1112	0
Added Vol:	0	0	0	0	0	0	0	20	0	0	12	0
ATI:	172	0	64	0	0	0	0	160	0	0	208	0
Initial Fut:	1062	0	280	0	0	0	0	423	0	0	1332	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:	1062	0	280	0	0	0	0	423	0	0	1332	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1062	0	280	0	0	0	0	423	0	0	1332	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:	1062	0	280	0	0	0	0	423	0	0	1332	0

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

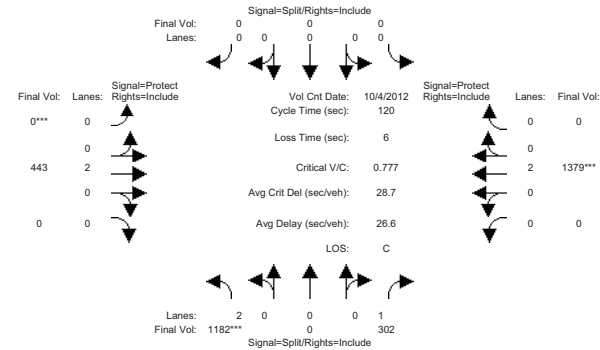
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.16	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.35	0.00
Crit Moves:	****						****			****		
Green Time:	55.9	0.0	55.9	0.0	0.0	0.0	0.0	58.1	0.0	0.0	58.1	0.0
Volume/Cap:	0.72	0.00	0.34	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.72	0.00
Delay/Veh:	27.7	0.0	20.6	0.0	0.0	0.0	0.0	18.0	0.0	0.0	26.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	0.0	20.6	0.0	0.0	0.0	0.0	18.0	0.0	0.0	26.0	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	C	A
DesignQueue:	25	0	11	0	0	0	0	7	0	0	25	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3469: Eleventh St and Hedding St



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	0	10	0	0	0	0	10	0	0	10	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: 4 Oct 2012 << 7:40-8:40AM												
Base Vol:	890	0	216	0	0	0	0	243	0	0	1112	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:	890	0	216	0	0	0	0	243	0	0	1112	0
Added Vol:	0	0	0	0	0	0	0	20	0	0	12	0
ATI+CumTrip:	292	0	86	0	0	0	0	180	0	0	255	0
Initial Fut:	1182	0	302	0	0	0	0	443	0	0	1379	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:	1182	0	302	0	0	0	0	443	0	0	1379	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1182	0	302	0	0	0	0	443	0	0	1379	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:	1182	0	302	0	0	0	0	443	0	0	1379	0

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

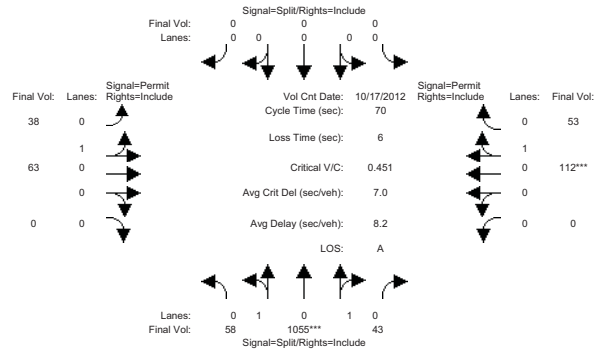
Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.17	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.36	0.00
Crit Moves:	****						****			****		
Green Time:	58.0	0.0	58.0	0.0	0.0	0.0	0.0	56.0	0.0	0.0	56.0	0.0
Volume/Cap:	0.78	0.00	0.36	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.78	0.00
Delay/Veh:	28.3	0.0	19.6	0.0	0.0	0.0	0.0	19.4	0.0	0.0	29.0	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:	28.3	0.0	19.6	0.0	0.0	0.0	0.0	19.4	0.0	0.0	29.0	0.0
LOS by Move:	C	A	B	A	A	A	A	B	A	A	C	A
DesignQueue:	27	0	12	0	0	0	0	8	0	0	27	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3470: Eleventh St and Jackson St



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 17 Oct 2012 << 7:15-8:15AM											
Base Vol:	58	1055	43	0	0	0	38	63	0	0	112	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:	58	1055	43	0	0	0	38	63	0	0	112	53
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:	58	1055	43	0	0	0	38	63	0	0	112	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:	58	1055	43	0	0	0	38	63	0	0	112	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1055	43	0	0	0	38	63	0	0	112	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:	58	1055	43	0	0	0	38	63	0	0	112	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.10	1.83	0.07	0.00	0.00	0.00	0.38	0.62	0.00	0.00	0.68	0.32
Final Sat.:	181	3285	134	0	0	0	677	1123	0	0	1222	578

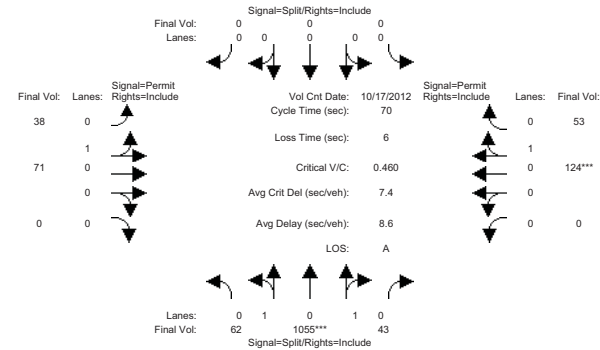
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	49.8	49.8	49.8	0.0	0.0	0.0	14.2	14.2	0.0	0.0	14.2	14.2
Volume/Cap:	0.45	0.45	0.45	0.00	0.00	0.00	0.28	0.28	0.00	0.00	0.45	0.45
Delay/Veh:	4.4	4.4	4.4	0.0	0.0	0.0	24.0	24.0	0.0	0.0	25.4	25.4
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:	4.4	4.4	4.4	0.0	0.0	0.0	24.0	24.0	0.0	0.0	25.4	25.4
LOS by Move:	A	A	A	A	A	A	C	C	A	A	C	C
DesignQueue:	7	7	7	0	0	0	3	3	0	0	6	6

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #3470: Eleventh St and Jackson St



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 17 Oct 2012 << 7:15-8:15AM											
Base Vol:	58	1055	43	0	0	0	38	63	0	0	112	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:	58	1055	43	0	0	0	38	63	0	0	112	53
Added Vol:	4	0	0	0	0	0	0	8	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1055	43	0	0	0	38	71	0	0	124	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:	62	1055	43	0	0	0	38	71	0	0	124	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1055	43	0	0	0	38	71	0	0	124	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:	62	1055	43	0	0	0	38	71	0	0	124	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.11	1.82	0.07	0.00	0.00	0.00	0.35	0.65	0.00	0.00	0.70	0.30
Final Sat.:	192	3274	133	0	0	0	628	1172	0	0	1261	539

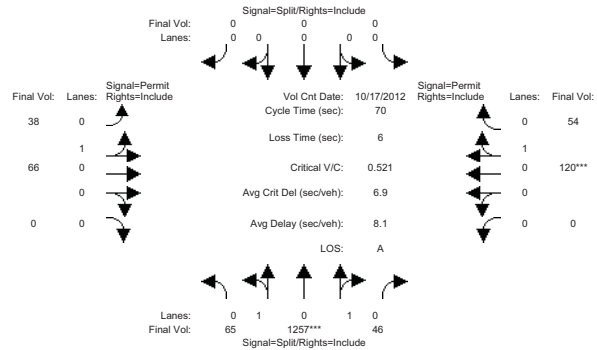
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.10	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	49.0	49.0	49.0	0.0	0.0	0.0	15.0	15.0	0.0	0.0	15.0	15.0
Volume/Cap:	0.46	0.46	0.46	0.00	0.00	0.00	0.28	0.28	0.00	0.00	0.46	0.46
Delay/Veh:	4.8	4.8	4.8	0.0	0.0	0.0	23.4	23.4	0.0	0.0	24.9	24.9
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:	4.8	4.8	4.8	0.0	0.0	0.0	23.4	23.4	0.0	0.0	24.9	24.9
LOS by Move:	A	A	A	A	A	A	C	C	A	A	C	C
DesignQueue:	8	8	8	0	0	0	4	4	0	0	6	6

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3470: Eleventh St and Jackson St



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 17 Oct 2012 << 7:15-8:15AM											
Base Vol:	58	1055	43	0	0	0	38	63	0	0	112	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:	58	1055	43	0	0	0	38	63	0	0	112	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	7	202	3	0	0	0	0	3	0	0	8	1
Initial Fut:	65	1257	46	0	0	0	38	66	0	0	120	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1257	46	0	0	0	38	66	0	0	120	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1257	46	0	0	0	38	66	0	0	120	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	1257	46	0	0	0	38	66	0	0	120	54

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.09	1.84	0.07	0.00	0.00	0.00	0.37	0.63	0.00	0.00	0.69	0.31
Final Sat.:	171	3308	121	0	0	0	658	1142	0	0	1241	559

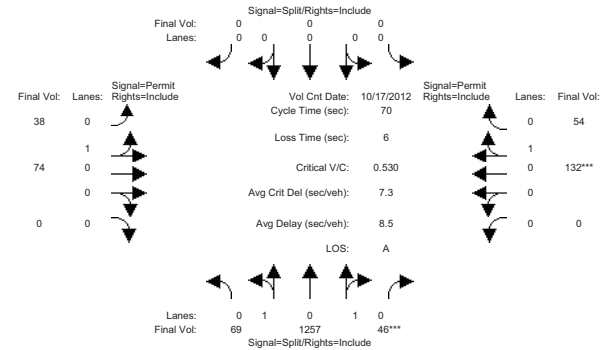
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.10	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	51.0	51.0	51.0	0.0	0.0	0.0	13.0	13.0	0.0	0.0	13.0	13.0
Volume/Cap:	0.52	0.52	0.52	0.00	0.00	0.00	0.31	0.31	0.00	0.00	0.52	0.52
Delay/Veh:	4.3	4.3	4.3	0.0	0.0	0.0	25.2	25.2	0.0	0.0	27.2	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:	4.3	4.3	4.3	0.0	0.0	0.0	25.2	25.2	0.0	0.0	27.2	27.2
LOS by Move:	A	A	A	A	A	A	C	C	A	A	C	C
DesignQueue:	8	8	8	0	0	0	4	4	0	0	6	6

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj AM

Intersection #3470: Eleventh St and Jackson St



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 17 Oct 2012 << 7:15-8:15AM											
Base Vol:	58	1055	43	0	0	0	38	63	0	0	112	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:	58	1055	43	0	0	0	38	63	0	0	112	53
Added Vol:	4	0	0	0	0	0	0	8	0	0	12	0
ATI:	7	202	3	0	0	0	0	3	0	0	8	1
Initial Fut:	69	1257	46	0	0	0	38	74	0	0	132	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1257	46	0	0	0	38	74	0	0	132	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1257	46	0	0	0	38	74	0	0	132	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	1257	46	0	0	0	38	74	0	0	132	54

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.10	1.83	0.07	0.00	0.00	0.00	0.34	0.66	0.00	0.00	0.71	0.29
Final Sat.:	181	3298	121	0	0	0	611	1189	0	0	1277	523

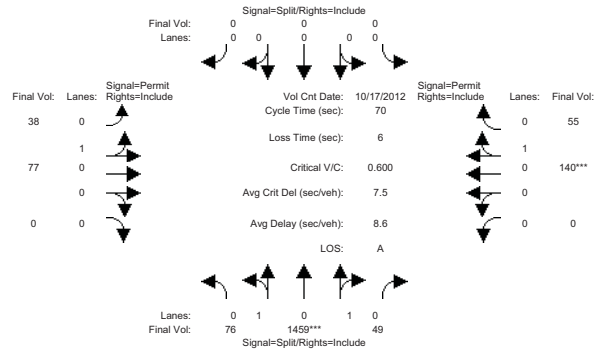
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.10	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	50.3	50.3	50.3	0.0	0.0	0.0	13.7	13.7	0.0	0.0	13.7	13.7
Volume/Cap:	0.53	0.53	0.53	0.00	0.00	0.00	0.32	0.32	0.00	0.00	0.53	0.53
Delay/Veh:	4.7	4.7	4.7	0.0	0.0	0.0	24.7	24.7	0.0	0.0	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:	4.7	4.7	4.7	0.0	0.0	0.0	24.7	24.7	0.0	0.0	26.8	26.8
LOS by Move:	A	A	A	A	A	A	C	C	A	A	C	C
DesignQueue:	9	9	9	0	0	0	4	4	0	0	6	6

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3470: Eleventh St and Jackson St



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	17 Oct 2012	<<	7:15-8:15AM						
Base Vol:	58	1055	43	0	0	0	38	63	0	0	112	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:	58	1055	43	0	0	0	38	63	0	0	112	53
Added Vol:	4	0	0	0	0	0	0	8	0	0	12	0
ATI+CumTrip:	14	404	6	0	0	0	0	6	0	0	16	2
Initial Fut:	76	1459	49	0	0	0	38	77	0	0	140	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:	76	1459	49	0	0	0	38	77	0	0	140	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1459	49	0	0	0	38	77	0	0	140	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:	76	1459	49	0	0	0	38	77	0	0	140	55

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.10	1.84	0.06	0.00	0.00	0.00	0.33	0.67	0.00	0.00	0.72	0.28
Final Sat.:	173	3316	111	0	0	0	595	1205	0	0	1292	508

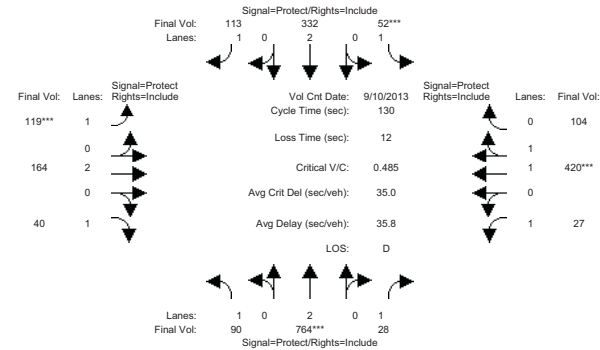
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.11	0.11
Crit Moves:	****									****		
Green Time:	51.4	51.4	51.4	0.0	0.0	0.0	12.6	12.6	0.0	0.0	12.6	12.6
Volume/Cap:	0.60	0.60	0.60	0.00	0.00	0.00	0.35	0.35	0.00	0.00	0.60	0.60
Delay/Veh:	4.8	4.8	4.8	0.0	0.0	0.0	25.8	25.8	0.0	0.0	29.4	29.4
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:	4.8	4.8	4.8	0.0	0.0	0.0	25.8	25.8	0.0	0.0	29.4	29.4
LOS by Move:	A	A	A	A	A	A	C	C	A	A	C	C
DesignQueue:	10	10	10	0	0	0	4	4	0	0	7	7

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3496: First St and Hedding St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	8:00-9:00AM							
Base Vol:	90	764	28	52	332	113	119	164	40	27	420	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:	90	764	28	52	332	113	119	164	40	27	420	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:	90	764	28	52	332	113	119	164	40	27	420	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:	90	764	28	52	332	113	119	164	40	27	420	104	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	90	764	28	52	332	113	119	164	40	27	420	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:	90	764	28	52	332	113	119	164	40	27	420	104	

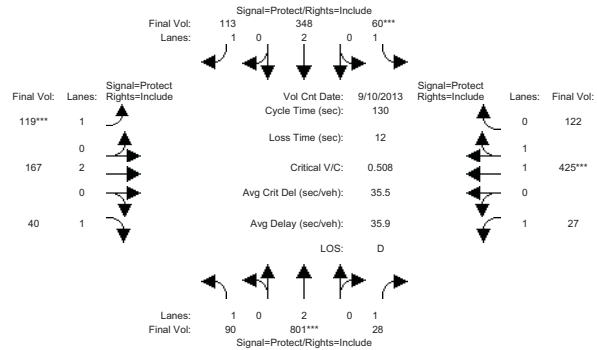
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2965	734

Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.02	0.03	0.09	0.06	0.07	0.04	0.02	0.02	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	23.6	53.9	53.9	8.0	38.3	38.3	18.2	33.0	33.0	23.1	38.0	38.0
Volume/Cap:	0.28	0.49	0.04	0.49	0.30	0.22	0.49	0.17	0.09	0.09	0.49	0.49
Delay/Veh:	46.4	28.1	22.7	62.5	35.6	34.8	53.1	37.9	37.1	44.7	38.3	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:	46.4	28.1	22.7	62.5	35.6	34.8	53.1	37.9	37.1	44.7	38.3	38.3
LOS by Move:	D	C	C	E	D	C	D	D	D	D	D	D
DesignQueue:	6	17	1	4	9	6	8	4	2	2	14	14

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #3496: First St and Hedding St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	8:00-9:00AM							
Base Vol:	90	764	28	52	332	113	119	164	40	27	420	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:	90	764	28	52	332	113	119	164	40	27	420	104	
Added Vol:	0	37	0	8	16	0	0	3	0	0	5	18	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	90	801	28	60	348	113	119	167	40	27	425	122	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	90	801	28	60	348	113	119	167	40	27	425	122	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	90	801	28	60	348	113	119	167	40	27	425	122	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	90	801	28	60	348	113	119	167	40	27	425	122	

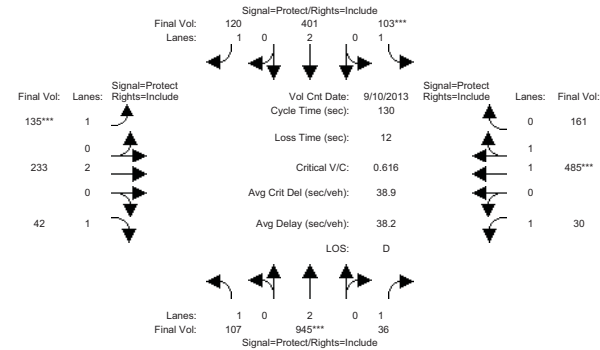
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2874	825

Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.02	0.03	0.09	0.06	0.07	0.04	0.02	0.02	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.2	54.0	54.0	8.8	39.5	39.5	17.4	32.5	32.5	22.8	37.9	37.9
Volume/Cap:	0.29	0.51	0.04	0.51	0.30	0.21	0.51	0.18	0.09	0.09	0.51	0.51
Delay/Veh:	46.7	28.5	22.6	62.1	34.8	33.9	54.1	38.3	37.5	45.1	38.7	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:	46.7	28.5	22.6	62.1	34.8	33.9	54.1	38.3	37.5	45.1	38.7	38.7
LOS by Move:	D	C	C	E	C	C	D	D	D	D	D	D
DesignQueue:	6	18	1	4	9	6	8	5	2	2	15	15

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3496: First St and Hedding St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	8:00-9:00AM						
Base Vol:	90	764	28	52	332	113	119	164	40	27	420	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:	90	764	28	52	332	113	119	164	40	27	420	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	17	181	8	51	69	7	16	69	2	3	65	57
Initial Fut:	107	945	36	103	401	120	135	233	42	30	485	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	945	36	103	401	120	135	233	42	30	485	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	945	36	103	401	120	135	233	42	30	485	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	945	36	103	401	120	135	233	42	30	485	161

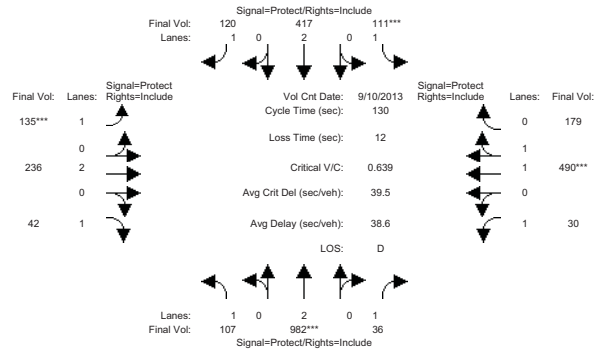
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.49	0.51
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2777	922

Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.02	0.06	0.11	0.07	0.08	0.06	0.02	0.02	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.8	52.5	52.5	12.4	41.1	41.1	16.3	31.2	31.2	21.9	36.8	36.8
Volume/Cap:	0.33	0.62	0.05	0.62	0.33	0.22	0.62	0.26	0.10	0.10	0.62	0.62
Delay/Veh:	46.8	31.5	23.6	63.3	34.2	32.8	59.1	40.1	38.5	45.9	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	31.5	23.6	63.3	34.2	32.8	59.1	40.1	38.5	45.9	41.6	41.6
LOS by Move:	D	C	C	E	C	C	E	D	D	D	D	D
DesignQueue:	7	21	2	7	10	7	9	6	3	2	18	18

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj AM

Intersection #3496: First St and Hedding St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	8:00-9:00AM						
Base Vol:	90	764	28	52	332	113	119	164	40	27	420	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:	90	764	28	52	332	113	119	164	40	27	420	104
Added Vol:	0	37	0	8	16	0	0	3	0	0	5	18
ATI:	17	181	8	51	69	7	16	69	2	3	65	57
Initial Fut:	107	982	36	111	417	120	135	236	42	30	490	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	982	36	111	417	120	135	236	42	30	490	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	982	36	111	417	120	135	236	42	30	490	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	982	36	111	417	120	135	236	42	30	490	179

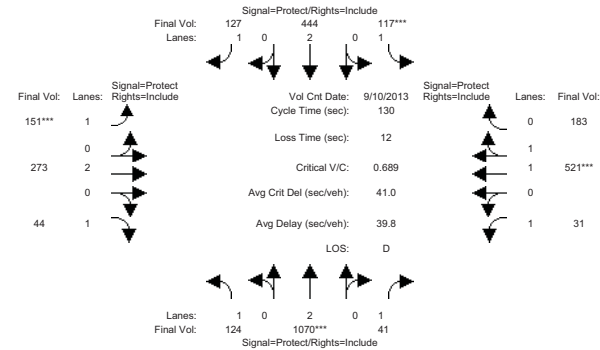
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.45	0.55
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2709	990

Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.02	0.06	0.11	0.07	0.08	0.06	0.02	0.02	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.4	52.6	52.6	12.9	42.1	42.1	15.7	30.9	30.9	21.6	36.8	36.8
Volume/Cap:	0.34	0.64	0.05	0.64	0.34	0.21	0.64	0.26	0.10	0.10	0.64	0.64
Delay/Veh:	47.2	32.0	23.6	64.0	33.6	32.1	60.9	40.4	38.8	46.1	42.1	42.1
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:	47.2	32.0	23.6	64.0	33.6	32.1	60.9	40.4	38.8	46.1	42.1	42.1
LOS by Move:	D	C	C	E	C	C	E	D	D	D	D	D
DesignQueue:	7	22	2	8	10	6	9	7	3	2	18	18

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3496: First St and Hedding St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	8:00-9:00AM						
Base Vol:	90	764	28	52	332	113	119	164	40	27	420	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:	90	764	28	52	332	113	119	164	40	27	420	104
Added Vol:	0	37	0	8	16	0	0	3	0	0	5	18
ATI+CumTrip:	34	269	13	57	96	14	32	106	4	4	96	61
Initial Fut:	124	1070	41	117	444	127	151	273	44	31	521	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	1070	41	117	444	127	151	273	44	31	521	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1070	41	117	444	127	151	273	44	31	521	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	1070	41	117	444	127	151	273	44	31	521	183

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.47	0.53
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2737	962

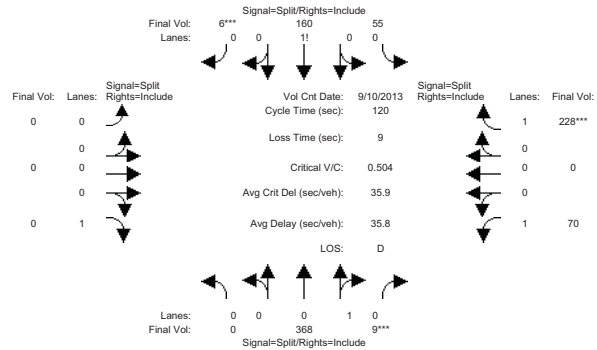
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.02	0.07	0.12	0.07	0.09	0.07	0.03	0.02	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.8	53.2	53.2	12.6	40.9	40.9	16.3	30.7	30.7	21.5	35.9	35.9
Volume/Cap:	0.37	0.69	0.06	0.69	0.37	0.23	0.69	0.30	0.11	0.11	0.69	0.69
Delay/Veh:	46.5	32.9	23.3	68.1	34.7	33.1	63.3	41.0	39.0	46.3	44.0	44.0
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:	46.5	32.9	23.3	68.1	34.7	33.1	63.3	41.0	39.0	46.3	44.0	44.0
LOS by Move:	D	C	C	E	C	C	E	D	D	D	D	D
DesignQueue:	8	24	2	8	11	7	11	8	3	2	20	20

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3498: First St and Jackson St



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

Volume Module: >> Count Date: 10 Sep 2013 << 7:45-8:45AM												
Base Vol:	0	368	9	55	160	6	0	0	0	70	0	228
Growth Adj:	1.00	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	368	9	55	160	6	0	0	0	70	0	228
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	368	9	55	160	6	0	0	0	70	0	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	368	9	55	160	6	0	0	0	70	0	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	368	9	55	160	6	0	0	0	70	0	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	368	9	55	160	6	0	0	0	70	0	228

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.98	0.02	0.25	0.72	0.03	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1757	43	436	1267	48	0	0	1750	1750	0	1750

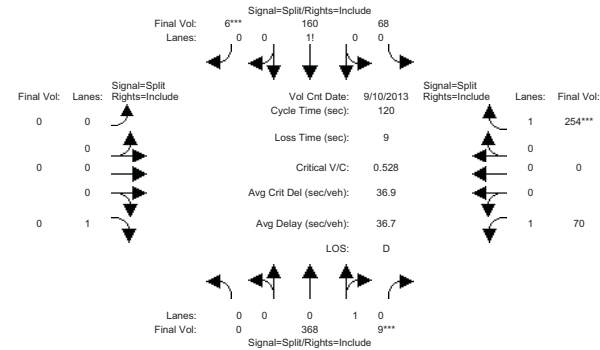
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.13	0.13	0.13	0.00	0.00	0.00	0.04	0.00	0.13
Crit Moves:	0.00	0.21	0.21	0.13	0.13	0.13	0.00	0.00	0.00	0.04	0.00	0.13
Green Time:	0.0	49.9	49.9	30.1	30.1	30.1	0.0	0.0	0.0	31.0	0.0	31.0
Volume/Cap:	0.00	0.50	0.50	0.50	0.50	0.50	0.00	0.00	0.00	0.15	0.00	0.50
Delay/Veh:	0.0	28.3	28.3	42.7	42.7	42.7	0.0	0.0	0.0	35.1	0.0	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.3	28.3	42.7	42.7	42.7	0.0	0.0	0.0	35.1	0.0	41.9
LOS by Move:	A	C	C	D	D	D	A	A	A	D	A	D
DesignQueue:	0	16	16	12	12	12	0	0	0	4	0	13

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #3498: First St and Jackson St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	7:45-8:45AM						
Base Vol:	0	368	9	55	160	6	0	0	0	70	0	228
Growth Adj:	1.00	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	368	9	55	160	6	0	0	0	70	0	228
Added Vol:	0	0	0	13	0	0	0	0	0	0	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	368	9	68	160	6	0	0	0	70	0	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	368	9	68	160	6	0	0	0	70	0	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	368	9	68	160	6	0	0	0	70	0	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	368	9	68	160	6	0	0	0	70	0	254

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.98	0.02	0.29	0.68	0.03	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1757	43	509	1197	45	0	0	1750	1750	0	1750

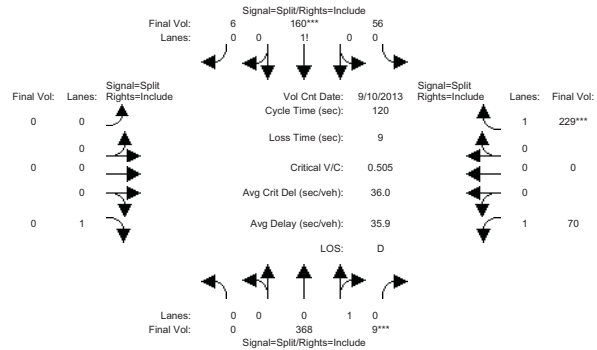
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.13	0.13	0.13	0.00	0.00	0.00	0.04	0.00	0.15
Crit Moves:	0.00	0.21	0.21	0.13	0.13	0.13	0.00	0.00	0.00	0.04	0.00	0.15
Green Time:	0.0	47.6	47.6	30.4	30.4	30.4	0.0	0.0	0.0	33.0	0.0	33.0
Volume/Cap:	0.00	0.53	0.53	0.53	0.53	0.53	0.00	0.00	0.00	0.15	0.00	0.53
Delay/Veh:	0.0	30.4	30.4	43.1	43.1	43.1	0.0	0.0	0.0	33.5	0.0	41.0
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	43.1	43.1	43.1	0.0	0.0	0.0	33.5	0.0	41.0
LOS by Move:	A	C	C	D	D	D	A	A	A	C	A	D
DesignQueue:	0	17	17	13	13	13	0	0	0	4	0	14

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3498: First St and Jackson St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	7:45-8:45AM							
Base Vol:		0	368	9	55	160	6	0	0	0	70	0	228
Growth Adj:	1.00	1.00	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	368	9	55	160	6	0	0	0	70	0	228
Added Vol:		0	0	0	0	0	0	0	0	0	0	0	0
ATI:		0	0	0	1	0	0	0	0	0	0	0	1
Initial Fut:		0	368	9	56	160	6	0	0	0	70	0	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	368	9	56	160	6	0	0	0	70	0	229
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		0	368	9	56	160	6	0	0	0	70	0	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:		0	368	9	56	160	6	0	0	0	70	0	229

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.98	0.02	0.25	0.72	0.03	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1757	43	441	1261	47	0	0	1750	1750	0	1750

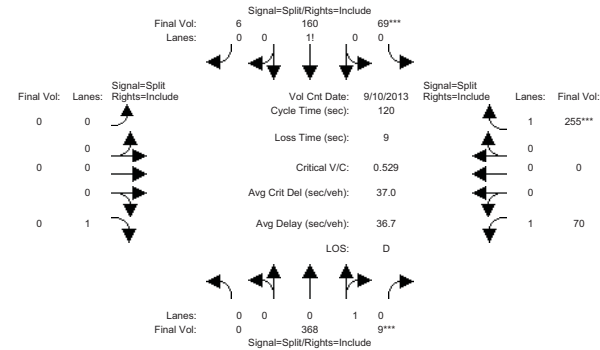
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.13	0.13	0.13	0.00	0.00	0.00	0.04	0.00	0.13
Crit Moves:		****		****								****
Green Time:	0.0	49.8	49.8	30.1	30.1	30.1	0.0	0.0	0.0	31.1	0.0	31.1
Volume/Cap:	0.00	0.51	0.51	0.51	0.51	0.51	0.00	0.00	0.00	0.15	0.00	0.51
Delay/Veh:	0.0	28.4	28.4	42.6	42.6	42.6	0.0	0.0	0.0	35.0	0.0	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.4	28.4	42.6	42.6	42.6	0.0	0.0	0.0	35.0	0.0	41.9
LOS by Move:	A	C	C	D	D	D	A	A	A	D	A	D
DesignQueue:	0	16	16	12	12	12	0	0	0	4	0	13

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj AM

Intersection #3498: First St and Jackson St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	7:45-8:45AM							
Base Vol:		0	368	9	55	160	6	0	0	0	70	0	228
Growth Adj:	1.00	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	368	9	55	160	6	0	0	0	70	0	228
Added Vol:		0	0	0	13	0	0	0	0	0	0	0	26
ATI:		0	0	0	1	0	0	0	0	0	0	0	1
Initial Fut:		0	368	9	69	160	6	0	0	0	70	0	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	368	9	69	160	6	0	0	0	70	0	255
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		0	368	9	69	160	6	0	0	0	70	0	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:		0	368	9	69	160	6	0	0	0	70	0	255

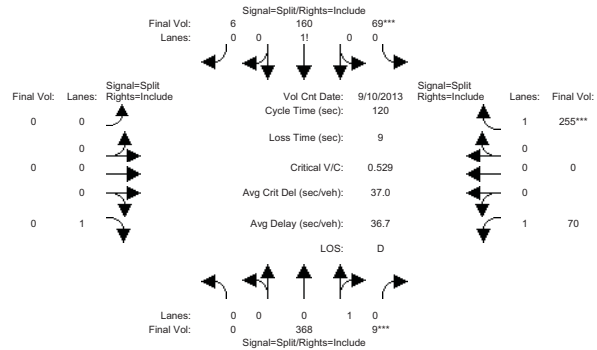
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.98	0.02	0.29	0.68	0.03	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1757	43	514	1191	45	0	0	1750	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.13	0.13	0.13	0.00	0.00	0.00	0.04	0.00	0.15
Crit Moves:		****		****								****
Green Time:	0.0	47.5	47.5	30.5	30.5	30.5	0.0	0.0	0.0	33.0	0.0	33.0
Volume/Cap:	0.00	0.53	0.53	0.53	0.53	0.53	0.00	0.00	0.00	0.15	0.00	0.53
Delay/Veh:	0.0	30.5	30.5	43.1	43.1	43.1	0.0	0.0	0.0	33.5	0.0	41.0
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	30.5	30.5	43.1	43.1	43.1	0.0	0.0	0.0	33.5	0.0	41.0
LOS by Move:	A	C	C	D	D	D	A	A	A	C	A	D
DesignQueue:	0	17	17	13	13	13	0	0	0	4	0	14

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3498: First St and Jackson St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Sep 2013 << 7:45-8:45AM												
Base Vol:	0	368	9	55	160	6	0	0	0	70	0	228
Growth Adj:	1.00	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	368	9	55	160	6	0	0	0	70	0	228
Added Vol:	0	0	0	13	0	0	0	0	0	0	0	26
ATI+CumTrip:	0	0	0	1	0	0	0	0	0	0	0	1
Initial Fut:	0	368	9	69	160	6	0	0	0	70	0	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	368	9	69	160	6	0	0	0	70	0	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	368	9	69	160	6	0	0	0	70	0	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	368	9	69	160	6	0	0	0	70	0	255

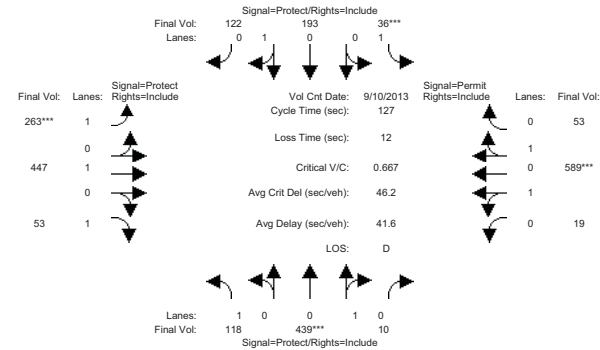
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.98	0.02	0.29	0.68	0.03	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1757	43	514	1191	45	0	0	1750	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.13	0.13	0.13	0.00	0.00	0.00	0.04	0.00	0.15
Crit Moves:	0.00	0.21	0.21	0.13	0.13	0.13	0.00	0.00	0.00	0.04	0.00	0.15
Green Time:	0.0	47.5	47.5	30.5	30.5	30.5	0.0	0.0	0.0	33.0	0.0	33.0
Volume/Cap:	0.00	0.53	0.53	0.53	0.53	0.53	0.00	0.00	0.00	0.15	0.00	0.53
Delay/Veh:	0.0	30.5	30.5	43.1	43.1	43.1	0.0	0.0	0.0	33.5	0.0	41.0
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	30.5	30.5	43.1	43.1	43.1	0.0	0.0	0.0	33.5	0.0	41.0
LOS by Move:	A	C	C	D	D	D	A	A	A	C	A	D
DesignQueue:	0	17	17	13	13	13	0	0	0	4	0	14

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3519: First St and Taylor St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	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: 10 Sep 2013 << 7:45-8:45AM												
Base Vol:	118	439	10	36	193	122	263	447	53	19	589	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:	118	439	10	36	193	122	263	447	53	19	589	53
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:	118	439	10	36	193	122	263	447	53	19	589	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:	118	439	10	36	193	122	263	447	53	19	589	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	439	10	36	193	122	263	447	53	19	589	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:	118	439	10	36	193	122	263	447	53	19	589	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.98	0.02	1.00	0.61	0.39	1.00	1.00	1.00	0.06	1.78	0.16
Final Sat.:	1750	1760	40	1750	1103	697	1750	1900	1750	103	3208	289

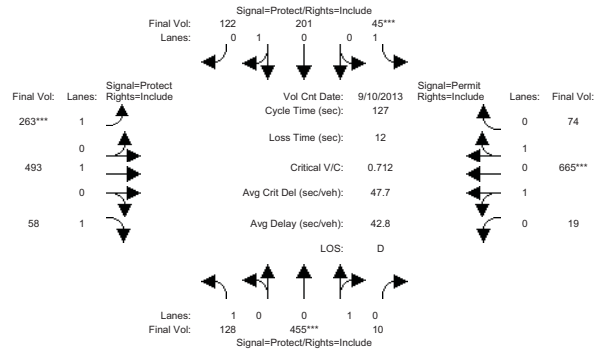
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.02	0.18	0.18	0.15	0.24	0.03	0.18	0.18	0.18
Crit Moves:	0.07	0.25	0.25	0.02	0.18	0.18	0.15	0.24	0.03	0.18	0.18	0.18
Green Time:	14.8	46.2	46.2	7.0	38.4	38.4	27.8	61.8	61.8	34.0	34.0	34.0
Volume/Cap:	0.58	0.69	0.69	0.37	0.58	0.58	0.69	0.48	0.06	0.69	0.69	0.69
Delay/Veh:	64.6	40.0	40.0	68.6	41.9	41.9	55.2	23.7	17.4	45.7	45.7	45.7
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:	64.6	40.0	40.0	68.6	41.9	41.9	55.2	23.7	17.4	45.7	45.7	45.7
LOS by Move:	E	D	D	E	D	D	E	C	B	D	D	D
DesignQueue:	8	22	22	3	17	17	16	17	2	19	19	19

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #3519: First St and Taylor St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	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:	10 Sep 2013	<<	7:45-8:45AM						
Base Vol:	118	439	10	36	193	122	263	447	53	19	589	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:	118	439	10	36	193	122	263	447	53	19	589	53
Added Vol:	10	16	0	9	8	0	0	46	5	0	76	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	455	10	45	201	122	263	493	58	19	665	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	455	10	45	201	122	263	493	58	19	665	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	455	10	45	201	122	263	493	58	19	665	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	455	10	45	201	122	263	493	58	19	665	74

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.98	0.02	1.00	0.62	0.38	1.00	1.00	1.00	0.05	1.75	0.20
Final Sat.:	1750	1761	39	1750	1120	680	1750	1900	1750	90	3158	351

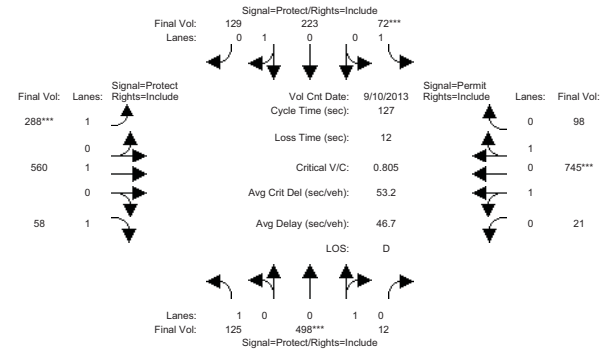
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.03	0.18	0.18	0.15	0.26	0.03	0.21	0.21	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.1	45.1	45.1	7.0	37.0	37.0	26.2	62.9	62.9	36.7	36.7	36.7
Volume/Cap:	0.62	0.73	0.73	0.47	0.62	0.62	0.73	0.52	0.07	0.73	0.73	0.73
Delay/Veh:	66.2	42.8	42.8	73.5	44.2	44.2	59.2	23.9	16.9	45.1	45.1	45.1
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:	66.2	42.8	42.8	73.5	44.2	44.2	59.2	23.9	16.9	45.1	45.1	45.1
LOS by Move:	E	D	D	E	D	D	E	C	B	D	D	D
DesignQueue:	9	24	24	3	18	18	17	19	2	21	21	21

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3519: First St and Taylor St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	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: 10 Sep 2013 << 7:45-8:45AM												
Base Vol:	118	439	10	36	193	122	263	447	53	19	589	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:	118	439	10	36	193	122	263	447	53	19	589	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	7	59	2	36	30	7	25	113	5	2	156	45
Initial Fut:	125	498	12	72	223	129	288	560	58	21	745	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	498	12	72	223	129	288	560	58	21	745	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	498	12	72	223	129	288	560	58	21	745	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	498	12	72	223	129	288	560	58	21	745	98

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.98	0.02	1.00	0.63	0.37	1.00	1.00	1.00	0.05	1.72	0.23
Final Sat.:	1750	1758	42	1750	1140	660	1750	1900	1750	87	3104	408

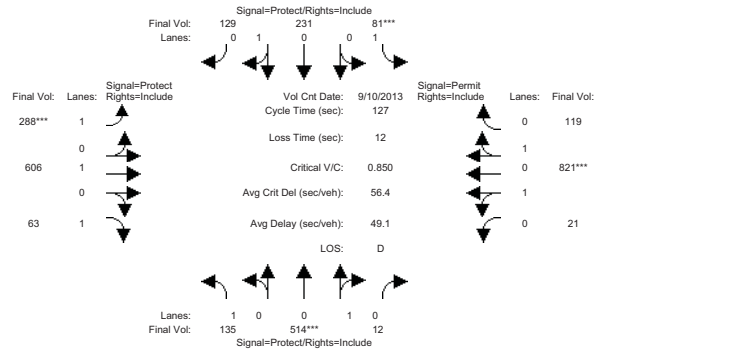
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.04	0.20	0.20	0.16	0.29	0.03	0.24	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.8	44.5	44.5	7.0	37.7	37.7	25.8	63.5	63.5	37.7	37.7	37.7
Volume/Cap:	0.66	0.81	0.81	0.75	0.66	0.66	0.81	0.59	0.07	0.81	0.81	0.81
Delay/Veh:	70.9	48.1	48.1	99.7	45.3	45.3	66.0	25.2	16.6	48.0	48.0	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:	70.9	48.1	48.1	99.7	45.3	45.3	66.0	25.2	16.6	48.0	48.0	48.0
LOS by Move:	E	D	D	F	D	D	E	C	B	D	D	D
DesignQueue:	9	26	26	5	19	19	18	21	2	24	24	24

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj AM

Intersection #3519: First St and Taylor St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	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: 10 Sep 2013 << 7:45-8:45AM												
Base Vol:	118	439	10	36	193	122	263	447	53	19	589	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:	118	439	10	36	193	122	263	447	53	19	589	53
Added Vol:	10	16	0	9	8	0	0	46	5	0	76	21
ATI:	7	59	2	36	30	7	25	113	5	2	156	45
Initial Fut:	135	514	12	81	231	129	288	606	63	21	821	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	514	12	81	231	129	288	606	63	21	821	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	514	12	81	231	129	288	606	63	21	821	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	514	12	81	231	129	288	606	63	21	821	119

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.98	0.02	1.00	0.64	0.36	1.00	1.00	1.00	0.04	1.71	0.25
Final Sat.:	1750	1759	41	1750	1155	645	1750	1900	1750	79	3076	446

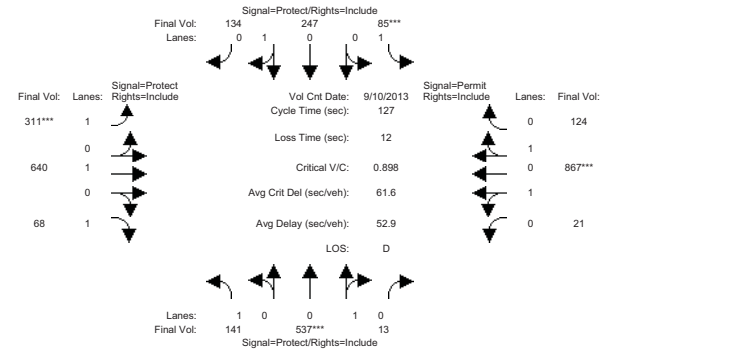
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.29	0.05	0.20	0.20	0.16	0.32	0.04	0.27	0.27	0.27
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.1	43.6	43.6	7.0	36.5	36.5	24.6	64.4	64.4	39.8	39.8	39.8
Volume/Cap:	0.70	0.85	0.85	0.84	0.70	0.70	0.85	0.63	0.07	0.85	0.85	0.85
Delay/Veh:	73.0	52.5	52.5	114.8	47.8	47.8	72.2	25.8	16.2	48.9	48.9	48.9
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:	73.0	52.5	52.5	114.8	47.8	47.8	72.2	25.8	16.2	48.9	48.9	48.9
LOS by Move:	E	D	D	F	D	D	E	C	B	D	D	D
DesignQueue:	9	27	27	6	20	20	18	23	2	26	26	26

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3519: First St and Taylor St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	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:	10 Sep 2013	<<	7:45-8:45AM						
Base Vol:	118	439	10	36	193	122	263	447	53	19	589	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:	118	439	10	36	193	122	263	447	53	19	589	53
Added Vol:	10	16	0	9	8	0	0	46	5	0	76	21
ATI+CumTrip:	13	82	3	40	46	12	48	147	10	2	202	50
Initial Fut:	141	537	13	85	247	134	311	640	68	21	867	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:	141	537	13	85	247	134	311	640	68	21	867	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	537	13	85	247	134	311	640	68	21	867	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:	141	537	13	85	247	134	311	640	68	21	867	124

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.98	0.02	1.00	0.65	0.35	1.00	1.00	1.00	0.04	1.71	0.25
Final Sat.:	1750	1757	43	1750	1167	633	1750	1900	1750	75	3084	441

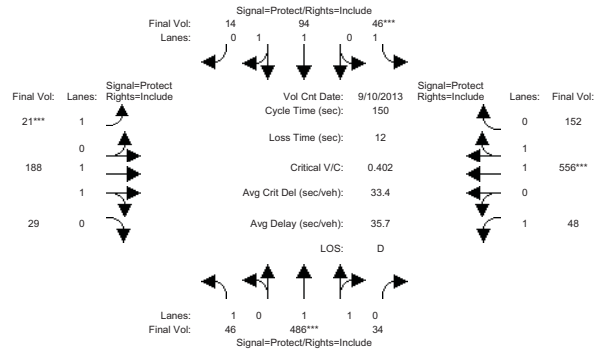
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.31	0.05	0.21	0.21	0.18	0.34	0.04	0.28	0.28	0.28
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.8	43.2	43.2	7.0	36.3	36.3	25.1	64.8	64.8	39.7	39.7	39.7
Volume/Cap:	0.74	0.90	0.90	0.88	0.74	0.74	0.90	0.66	0.08	0.90	0.90	0.90
Delay/Veh:	77.4	58.4	58.4	122.9	50.3	50.3	78.2	26.5	16.0	53.1	53.1	53.1
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:	77.4	58.4	58.4	122.9	50.3	50.3	78.2	26.5	16.0	53.1	53.1	53.1
LOS by Move:	E	E	E	F	D	D	E	C	B	D	D	D
DesignQueue:	10	29	29	6	21	21	20	24	3	28	28	28

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3534: Fourth St and Hedding St (P)



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

Volume Module:	>> Count Date: 10 Sep 2013 << 8:00-9:00AM											
Base Vol:	46	486	34	46	94	14	21	188	29	48	556	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:	46	486	34	46	94	14	21	188	29	48	556	152
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	486	34	46	94	14	21	188	29	48	556	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	486	34	46	94	14	21	188	29	48	556	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	486	34	46	94	14	21	188	29	48	556	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:	46	486	34	46	94	14	21	188	29	48	556	152

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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.87	0.13	1.00	1.73	0.27	1.00	1.73	0.27	1.00	1.56	0.44
Final Sat.:	1750	3458	242	1750	3220	480	1750	3205	494	1750	2905	794

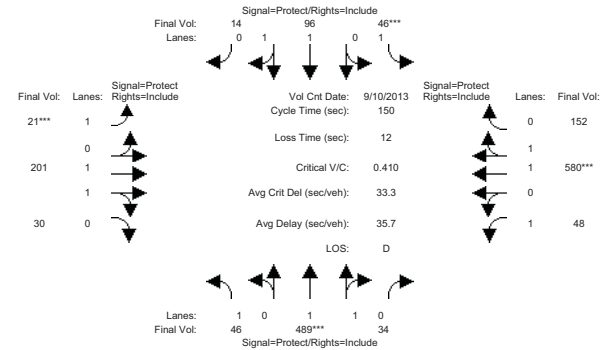
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.03	0.03	0.03	0.01	0.06	0.06	0.03	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	25.1	51.4	51.4	9.6	35.9	35.9	7.0	45.3	45.3	31.7	70.0	70.0
Volume/Cap:	0.16	0.41	0.41	0.41	0.12	0.12	0.26	0.19	0.19	0.13	0.41	0.41
Delay/Veh:	53.6	37.9	37.9	69.9	44.8	44.8	70.7	38.9	38.9	48.1	26.5	26.5
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:	53.6	37.9	37.9	69.9	44.8	44.8	70.7	38.9	38.9	48.1	26.5	26.5
LOS by Move:	D	D	D	E	D	D	E	D	D	D	C	C
DesignQueue:	3	15	15	4	4	4	2	7	7	3	17	17

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #3534: Fourth St and Hedding St (P)



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

Volume Module:	>> Count Date: 10 Sep 2013 << 8:00-9:00AM											
Base Vol:	46	486	34	46	94	14	21	188	29	48	556	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:	46	486	34	46	94	14	21	188	29	48	556	152
Added Vol:	0	3	0	0	2	0	0	13	1	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	489	34	46	96	14	21	201	30	48	580	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	489	34	46	96	14	21	201	30	48	580	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	489	34	46	96	14	21	201	30	48	580	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:	46	489	34	46	96	14	21	201	30	48	580	152

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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.87	0.13	1.00	1.74	0.26	1.00	1.73	0.27	1.00	1.57	0.43
Final Sat.:	1750	3459	241	1750	3229	471	1750	3219	480	1750	2931	768

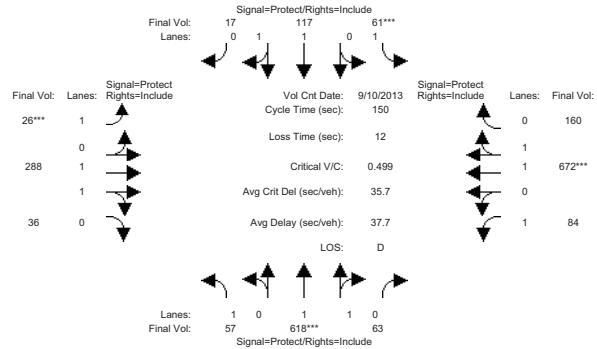
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.03	0.03	0.03	0.01	0.06	0.06	0.03	0.20	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.7	50.7	50.7	9.4	35.3	35.3	7.0	45.8	45.8	32.1	70.9	70.9
Volume/Cap:	0.16	0.42	0.42	0.42	0.13	0.13	0.26	0.20	0.20	0.13	0.42	0.42
Delay/Veh:	54.0	38.5	38.5	70.2	45.2	45.2	70.7	38.7	38.7	47.8	26.2	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:	54.0	38.5	38.5	70.2	45.2	45.2	70.7	38.7	38.7	47.8	26.2	26.2
LOS by Move:	D	D	D	E	D	D	E	D	D	D	C	C
DesignQueue:	3	15	15	4	4	4	2	7	7	3	17	17

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3534: Fourth St and Hedding St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 10 Sep 2013 << 8:00-9:00AM											
Base Vol:	46	486	34	46	94	14	21	188	29	48	556	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:	46	486	34	46	94	14	21	188	29	48	556	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	11	132	29	15	23	3	5	100	7	36	116	8
Initial Fut:	57	618	63	61	117	17	26	288	36	84	672	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:	57	618	63	61	117	17	26	288	36	84	672	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	618	63	61	117	17	26	288	36	84	672	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:	57	618	63	61	117	17	26	288	36	84	672	160

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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.81	0.19	1.00	1.74	0.26	1.00	1.77	0.23	1.00	1.60	0.40
Final Sat.:	1750	3357	342	1750	3230	469	1750	3289	411	1750	2988	711

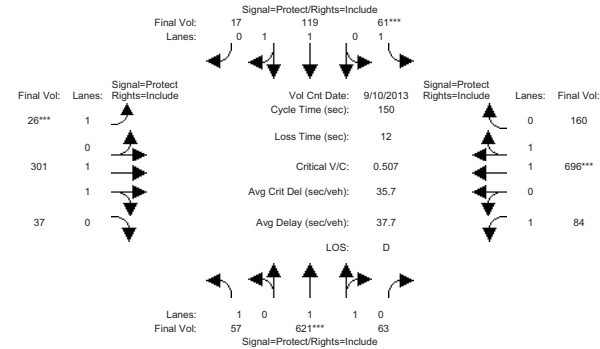
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.03	0.04	0.04	0.01	0.09	0.09	0.05	0.22	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.6	54.3	54.3	10.3	38.0	38.0	7.0	47.4	47.4	26.0	66.4	66.4
Volume/Cap:	0.18	0.51	0.51	0.51	0.14	0.14	0.32	0.28	0.28	0.28	0.51	0.51
Delay/Veh:	52.7	37.7	37.7	71.0	43.4	43.4	71.4	38.6	38.6	54.4	30.3	30.3
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:	52.7	37.7	37.7	71.0	43.4	43.4	71.4	38.6	38.6	54.4	30.3	30.3
LOS by Move:	D	D	D	E	D	D	E	D	D	D	C	C
DesignQueue:	4	19	19	5	4	4	2	10	10	6	21	21

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj AM

Intersection #3534: Fourth St and Hedding St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 10 Sep 2013 << 8:00-9:00AM											
Base Vol:	46	486	34	46	94	14	21	188	29	48	556	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:	46	486	34	46	94	14	21	188	29	48	556	152
Added Vol:	0	3	0	0	2	0	0	13	1	0	24	0
ATI:	11	132	29	15	23	3	5	100	7	36	116	8
Initial Fut:	57	621	63	61	119	17	26	301	37	84	696	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:	57	621	63	61	119	17	26	301	37	84	696	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	621	63	61	119	17	26	301	37	84	696	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:	57	621	63	61	119	17	26	301	37	84	696	160

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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.81	0.19	1.00	1.74	0.26	1.00	1.78	0.22	1.00	1.62	0.38
Final Sat.:	1750	3359	341	1750	3237	462	1750	3295	405	1750	3008	691

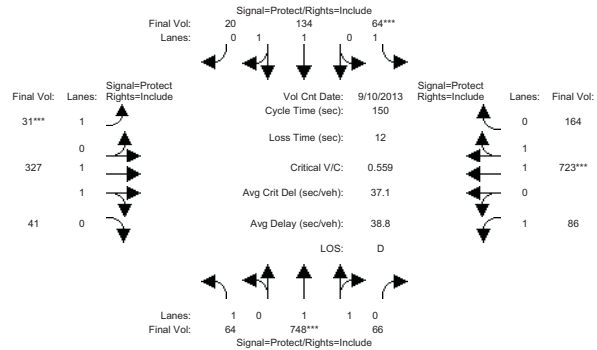
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.03	0.04	0.04	0.01	0.09	0.09	0.05	0.23	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.3	53.7	53.7	10.1	37.5	37.5	7.0	48.6	48.6	25.6	67.2	67.2
Volume/Cap:	0.19	0.52	0.52	0.52	0.15	0.15	0.32	0.28	0.28	0.28	0.52	0.52
Delay/Veh:	53.0	38.3	38.3	71.5	43.8	43.8	71.4	37.8	37.8	54.7	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	38.3	38.3	71.5	43.8	43.8	71.4	37.8	37.8	54.7	30.0	30.0
LOS by Move:	D	D	D	E	D	D	E	D	D	D	C	C
DesignQueue:	4	20	20	5	4	4	2	10	10	6	21	21

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3534: Fourth St and Hedding St (P)



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	8:00-9:00AM						
Base Vol:	46	486	34	46	94	14	21	188	29	48	556	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:	46	486	34	46	94	14	21	188	29	48	556	152
Added Vol:	0	3	0	0	2	0	0	13	1	0	24	0
ATI+CumTrip:	18	259	32	18	38	6	10	126	11	38	143	12
Initial Fut:	64	748	66	64	134	20	31	327	41	86	723	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	748	66	64	134	20	31	327	41	86	723	164
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	748	66	64	134	20	31	327	41	86	723	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	748	66	64	134	20	31	327	41	86	723	164

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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.83	0.17	1.00	1.73	0.27	1.00	1.77	0.23	1.00	1.62	0.38
Final Sat.:	1750	3400	300	1750	3219	480	1750	3287	412	1750	3015	684

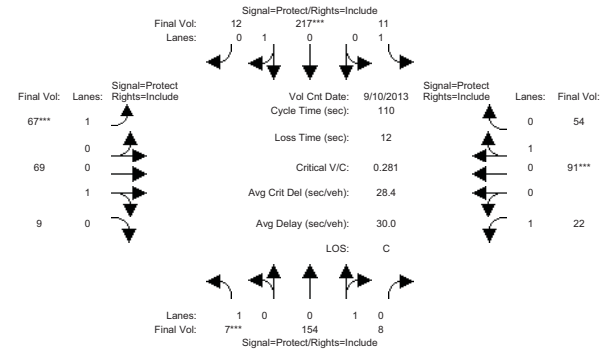
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.04	0.04	0.04	0.02	0.10	0.10	0.05	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.9	58.1	58.1	9.7	39.8	39.8	7.0	47.0	47.0	23.2	63.3	63.3
Volume/Cap:	0.20	0.57	0.57	0.57	0.16	0.16	0.38	0.32	0.32	0.32	0.57	0.57
Delay/Veh:	51.9	36.7	36.7	74.9	42.3	42.3	72.3	39.4	39.4	57.0	33.5	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:	51.9	36.7	36.7	74.9	42.3	42.3	72.3	39.4	39.4	57.0	33.5	33.5
LOS by Move:	D	D	D	E	D	D	E	D	D	E	C	C
DesignQueue:	5	22	22	5	5	5	3	11	11	7	23	23

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3535: Fourth St and Jackson St (P)



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	7:15-8:15AM						
Base Vol:	7	154	8	11	217	12	67	69	9	22	91	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	154	8	11	217	12	67	69	9	22	91	54
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:	7	154	8	11	217	12	67	69	9	22	91	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	154	8	11	217	12	67	69	9	22	91	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	154	8	11	217	12	67	69	9	22	91	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	154	8	11	217	12	67	69	9	22	91	54

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.95	0.05	1.00	0.95	0.05	1.00	0.88	0.12	1.00	0.63	0.37
Final Sat.:	1750	1711	89	1750	1706	94	1750	1592	208	1750	1130	670

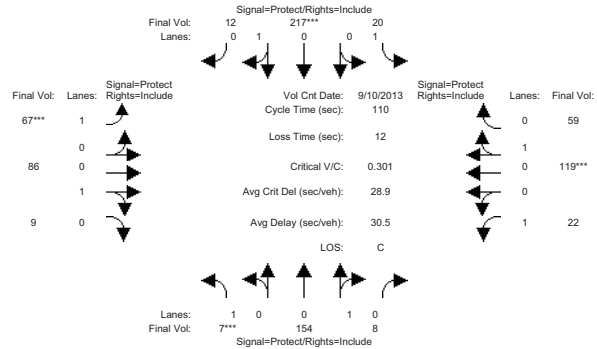
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.01	0.13	0.13	0.04	0.04	0.04	0.01	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	31.8	31.8	22.3	47.0	47.0	14.2	25.9	25.9	18.1	29.8	29.8
Volume/Cap:	0.06	0.31	0.31	0.03	0.30	0.30	0.30	0.18	0.18	0.08	0.30	0.30
Delay/Veh:	48.7	30.9	30.9	35.3	20.9	20.9	44.2	33.9	33.9	39.0	32.1	32.1
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:	48.7	30.9	30.9	35.3	20.9	20.9	44.2	33.9	33.9	39.0	32.1	32.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
DesignQueue:	0	8	8	1	9	9	4	4	4	1	7	7

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #3535: Fourth St and Jackson St (P)



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	7:15-8:15AM						
Base Vol:	7	154	8	11	217	12	67	69	9	22	91	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	154	8	11	217	12	67	69	9	22	91	54
Added Vol:	0	0	0	9	0	0	0	17	0	0	28	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	154	8	20	217	12	67	86	9	22	119	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	154	8	20	217	12	67	86	9	22	119	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	154	8	20	217	12	67	86	9	22	119	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	154	8	20	217	12	67	86	9	22	119	59

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.95	0.05	1.00	0.95	0.05	1.00	0.91	0.09	1.00	0.67	0.33
Final Sat.:	1750	1711	89	1750	1706	94	1750	1629	171	1750	1203	597

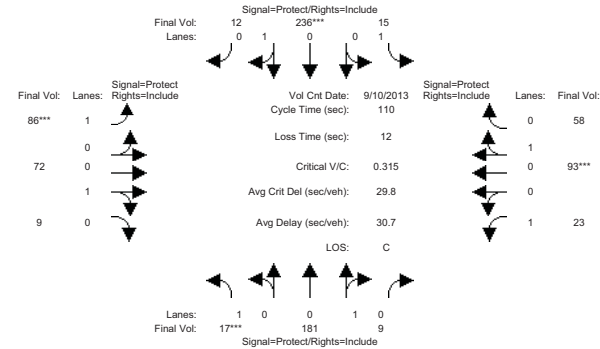
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.01	0.13	0.13	0.04	0.05	0.05	0.01	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	7.0	29.9	29.9	20.9	43.8	43.8	13.2	27.8	27.8	19.4	34.0	34.0
Volume/Cap:	0.06	0.33	0.33	0.06	0.32	0.32	0.32	0.21	0.21	0.07	0.32	0.32
Delay/Veh:	48.7	32.5	32.5	36.6	23.1	23.1	45.2	32.7	32.7	37.8	29.4	29.4
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:	48.7	32.5	32.5	36.6	23.1	23.1	45.2	32.7	32.7	37.8	29.4	29.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
DesignQueue:	0	8	8	1	9	9	4	5	5	1	8	8

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3535: Fourth St and Jackson St (P)



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	7:15-8:15AM						
Base Vol:	7	154	8	11	217	12	67	69	9	22	91	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	154	8	11	217	12	67	69	9	22	91	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	10	27	1	4	19	0	19	3	0	1	2	4
Initial Fut:	17	181	9	15	236	12	86	72	9	23	93	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	181	9	15	236	12	86	72	9	23	93	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	181	9	15	236	12	86	72	9	23	93	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	181	9	15	236	12	86	72	9	23	93	58

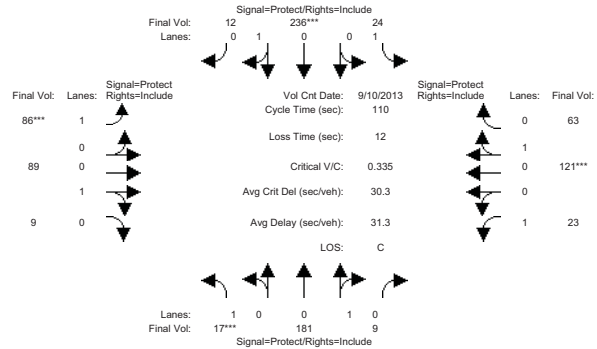
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.95	0.05	1.00	0.95	0.05	1.00	0.89	0.11	1.00	0.62	0.38
Final Sat.:	1750	1715	85	1750	1713	87	1750	1600	200	1750	1109	691

Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.01	0.14	0.14	0.05	0.05	0.05	0.01	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	7.0	33.3	33.3	20.0	46.3	46.3	16.5	26.3	26.3	18.4	28.2	28.2
Volume/Cap:	0.15	0.35	0.35	0.05	0.33	0.33	0.33	0.19	0.19	0.08	0.33	0.33
Delay/Veh:	49.3	30.3	30.3	37.2	21.6	21.6	42.5	33.6	33.6	38.8	33.6	33.6
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:	49.3	30.3	30.3	37.2	21.6	21.6	42.5	33.6	33.6	38.8	33.6	33.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
DesignQueue:	1	9	9	1	10	10	5	4	4	1	7	7

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj AM

Intersection #3535: Fourth St and Jackson St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Sep 2013 << 7:15-8:15AM												
Base Vol:	7	154	8	11	217	12	67	69	9	22	91	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	154	8	11	217	12	67	69	9	22	91	54
Added Vol:	0	0	0	0	9	0	0	17	0	0	28	5
ATI:	10	27	1	4	19	0	19	3	0	1	2	4
Initial Fut:	17	181	9	24	236	12	86	89	9	23	121	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	181	9	24	236	12	86	89	9	23	121	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	181	9	24	236	12	86	89	9	23	121	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	181	9	24	236	12	86	89	9	23	121	63

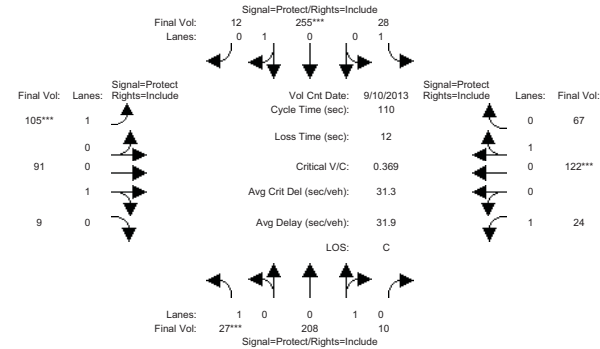
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.95	0.05	1.00	0.95	0.05	1.00	0.91	0.09	1.00	0.66	0.34
Final Sat.:	1750	1715	85	1750	1713	87	1750	1635	165	1750	1184	616

Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.01	0.14	0.14	0.05	0.05	0.05	0.01	0.10	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	31.4	31.4	18.9	43.4	43.4	15.5	28.0	28.0	19.6	32.2	32.2
Volume/Cap:	0.15	0.37	0.37	0.08	0.35	0.35	0.35	0.21	0.21	0.07	0.35	0.35
Delay/Veh:	49.3	31.8	31.8	38.3	23.7	23.7	43.6	32.5	32.5	37.7	31.1	31.1
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:	49.3	31.8	31.8	38.3	23.7	23.7	43.6	32.5	32.5	37.7	31.1	31.1
LOS by Move:	D	C	C	C	D	C	C	D	C	D	C	C
DesignQueue:	1	9	9	1	10	10	5	5	5	1	9	9

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3535: Fourth St and Jackson St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Sep 2013 << 7:15-8:15AM												
Base Vol:	7	154	8	11	217	12	67	69	9	22	91	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	154	8	11	217	12	67	69	9	22	91	54
Added Vol:	0	0	0	0	9	0	0	17	0	0	28	5
ATI+CumTrip:	20	54	2	8	38	0	38	5	0	2	3	8
Initial Fut:	27	208	10	28	255	12	105	91	9	24	122	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	208	10	28	255	12	105	91	9	24	122	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	208	10	28	255	12	105	91	9	24	122	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	208	10	28	255	12	105	91	9	24	122	67

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.95	0.05	1.00	0.96	0.04	1.00	0.91	0.09	1.00	0.65	0.35
Final Sat.:	1750	1717	83	1750	1719	81	1750	1638	162	1750	1162	638

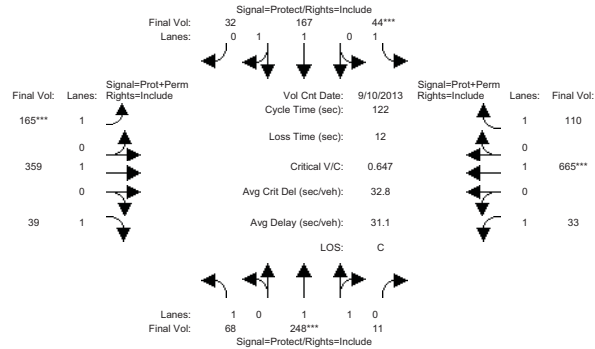
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.02	0.15	0.15	0.06	0.06	0.06	0.01	0.11	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	32.8	32.8	17.3	43.1	43.1	17.4	28.2	28.2	19.7	30.5	30.5
Volume/Cap:	0.24	0.41	0.41	0.10	0.38	0.38	0.38	0.22	0.22	0.08	0.38	0.38
Delay/Veh:	50.1	31.3	31.3	39.9	24.2	24.2	42.3	32.5	32.5	37.7	32.6	32.6
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:	50.1	31.3	31.3	39.9	24.2	24.2	42.3	32.5	32.5	37.7	32.6	32.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
DesignQueue:	2	10	10	2	11	11	6	5	5	1	9	9

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3544: Fourth St and Taylor St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	7:00-8:00AM						
Base Vol:	68	248	11	44	167	32	165	359	39	33	665	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:	68	248	11	44	167	32	165	359	39	33	665	110
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:	68	248	11	44	167	32	165	359	39	33	665	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:	68	248	11	44	167	32	165	359	39	33	665	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	248	11	44	167	32	165	359	39	33	665	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:	68	248	11	44	167	32	165	359	39	33	665	110

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.67	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3543	157	1750	3105	595	1750	1900	1750	1750	1900	1750

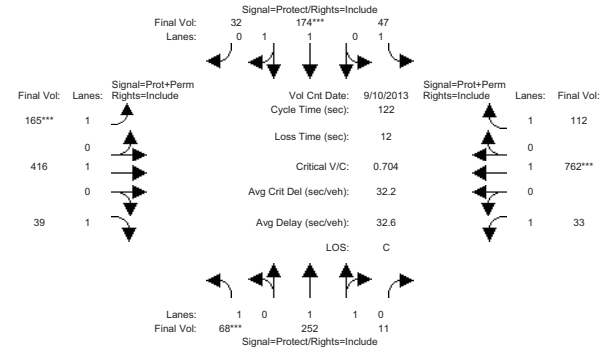
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.03	0.05	0.05	0.00	0.19	0.02	0.00	0.35	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	8.7	14.0	14.0	7.0	12.4	12.4	18.9	68.3	68.3	20.7	70.1	70.1
Volume/Cap:	0.55	0.61	0.61	0.44	0.53	0.53	0.61	0.34	0.04	0.11	0.61	0.11
Delay/Veh:	59.9	53.9	53.9	58.6	53.5	53.5	52.1	14.8	12.1	43.0	18.0	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:	59.9	53.9	53.9	58.6	53.5	53.5	52.1	14.8	12.1	43.0	18.0	11.8
LOS by Move:	E	D	D	E	D	D	D	B	B	D	B	B
DesignQueue:	5	8	8	3	6	6	10	11	1	2	21	3

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #3544: Fourth St and Taylor St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	7:00-8:00AM						
Base Vol:	68	248	11	44	167	32	165	359	39	33	665	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:	68	248	11	44	167	32	165	359	39	33	665	110
Added Vol:	0	4	0	3	7	0	0	57	0	0	97	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	252	11	47	174	32	165	416	39	33	762	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	252	11	47	174	32	165	416	39	33	762	112
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	252	11	47	174	32	165	416	39	33	762	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	252	11	47	174	32	165	416	39	33	762	112

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.68	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3545	155	1750	3125	575	1750	1900	1750	1750	1900	1750

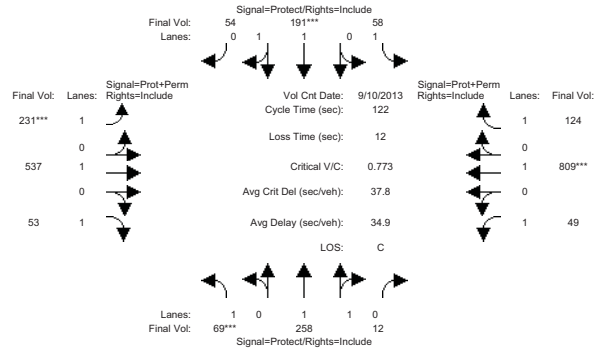
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.03	0.06	0.06	0.00	0.22	0.02	0.00	0.40	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.2	10.4	10.4	7.3	10.4	10.4	17.6	73.2	73.2	19.2	74.8	74.8
Volume/Cap:	0.65	0.84	0.84	0.45	0.65	0.65	0.65	0.36	0.04	0.12	0.65	0.10
Delay/Veh:	70.2	72.4	72.4	58.5	59.0	59.0	55.4	12.7	10.0	44.4	16.6	9.8
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:	70.2	72.4	72.4	58.5	59.0	59.0	55.4	12.7	10.0	44.4	16.6	9.8
LOS by Move:	E	E	E	E	E	E	E	B	B	D	B	A
DesignQueue:	5	9	9	3	7	7	11	12	1	2	22	3

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3544: Fourth St and Taylor St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	7:00-8:00AM						
Base Vol:	68	248	11	44	167	32	165	359	39	33	665	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:	68	248	11	44	167	32	165	359	39	33	665	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	10	1	14	24	22	66	178	14	16	144	14
Initial Fut:	69	258	12	58	191	54	231	537	53	49	809	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:	69	258	12	58	191	54	231	537	53	49	809	124
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	258	12	58	191	54	231	537	53	49	809	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
Final Volume:	69	258	12	58	191	54	231	537	53	49	809	124

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3535	164	1750	2884	815	1750	1900	1750	1750	1900	1750

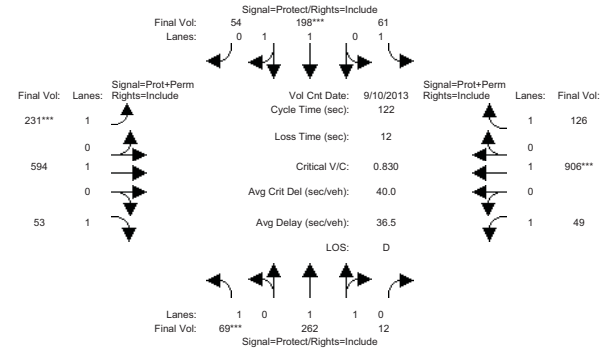
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.03	0.07	0.07	0.00	0.28	0.03	0.00	0.43	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	10.5	10.5	7.4	10.9	10.9	21.8	76.5	76.5	15.5	70.3	70.3
Volume/Cap:	0.69	0.84	0.84	0.55	0.74	0.74	0.74	0.45	0.05	0.22	0.74	0.12
Delay/Veh:	74.5	73.1	73.1	61.6	62.7	62.7	56.4	12.1	8.8	48.3	21.8	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:	74.5	73.1	73.1	61.6	62.7	62.7	56.4	12.1	8.8	48.3	21.8	11.9
LOS by Move:	E	E	E	E	E	E	E	B	A	D	C	B
DesignQueue:	5	9	9	4	8	8	14	14	1	3	26	4

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj AM

Intersection #3544: Fourth St and Taylor St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	7:00-8:00AM						
Base Vol:	68	248	11	44	167	32	165	359	39	33	665	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:	68	248	11	44	167	32	165	359	39	33	665	110
Added Vol:	0	4	0	3	7	0	0	57	0	0	97	2
ATI:	1	10	1	14	24	22	66	178	14	16	144	14
Initial Fut:	69	262	12	61	198	54	231	594	53	49	906	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	262	12	61	198	54	231	594	53	49	906	126
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	262	12	61	198	54	231	594	53	49	906	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	69	262	12	61	198	54	231	594	53	49	906	126

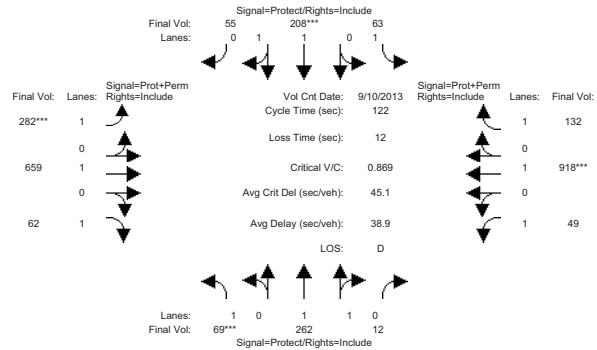
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.56	0.44	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3538	162	1750	2907	793	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.03	0.07	0.07	0.00	0.31	0.03	0.00	0.48	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	10.2	10.2	7.2	10.4	10.4	20.1	78.3	78.3	14.4	72.6	72.6
Volume/Cap:	0.69	0.88	0.88	0.59	0.80	0.80	0.80	0.49	0.05	0.24	0.80	0.12
Delay/Veh:	74.5	79.9	79.9	65.1	68.5	68.5	63.9	11.7	8.1	49.4	23.4	10.9
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:	74.5	79.9	79.9	65.1	68.5	68.5	63.9	11.7	8.1	49.4	23.4	10.9
LOS by Move:	E	E	E	E	E	E	E	B	A	D	C	B
DesignQueue:	5	9	9	4	8	8	15	15	1	3	28	4

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3544: Fourth St and Taylor St



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

Volume Module: >>	Count	Date: 10 Sep 2013 <<	7:00-8:00AM									
Base Vol:	68	248	11	44	167	32	165	359	39	33	665	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:	68	248	11	44	167	32	165	359	39	33	665	110
Added Vol:	0	4	0	3	7	0	0	57	0	0	97	2
ATI+CumTrip:	1	10	1	16	34	23	117	243	23	16	156	20
Initial Fut:	69	262	12	63	208	55	282	659	62	49	918	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	262	12	63	208	55	282	659	62	49	918	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	262	12	63	208	55	282	659	62	49	918	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	69	262	12	63	208	55	282	659	62	49	918	132

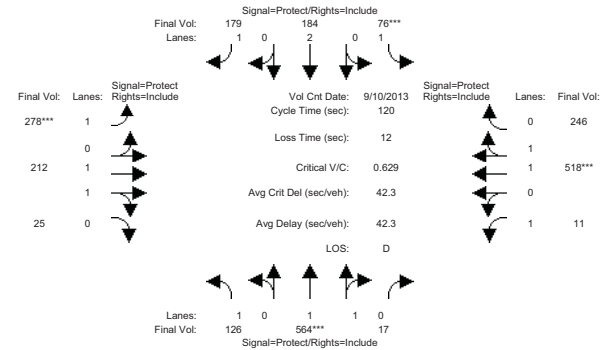
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.57	0.43	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3538	162	1750	2926	774	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.04	0.07	0.07	0.00	0.35	0.04	0.00	0.48	0.08
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.1	10.1	7.1	10.2	10.2	23.2	79.6	79.6	13.2	69.6	69.6
Volume/Cap:	0.69	0.89	0.89	0.62	0.85	0.85	0.85	0.53	0.05	0.26	0.85	0.13
Delay/Veh:	74.5	81.3	81.3	67.2	74.2	74.2	65.7	11.7	7.7	50.7	28.2	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:	74.5	81.3	81.3	67.2	74.2	74.2	65.7	11.7	7.7	50.7	28.2	12.2
LOS by Move:	E	F	F	E	E	E	E	B	A	D	C	B
DesignQueue:	5	9	9	4	9	9	17	17	2	3	30	4

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3576: 13th St and Hedding St



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

Volume Module: >> Count Date: 10 Sep 2013 << 7:15-8:15AM												
Base Vol:	126	564	17	76	184	179	278	212	25	11	518	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:	126	564	17	76	184	179	278	212	25	11	518	246
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:	126	564	17	76	184	179	278	212	25	11	518	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:	126	564	17	76	184	179	278	212	25	11	518	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	564	17	76	184	179	278	212	25	11	518	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:	126	564	17	76	184	179	278	212	25	11	518	246

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	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.78	0.22	1.00	1.34	0.66
Final Sat.:	1750	3592	108	1750	3800	1750	1750	3309	390	1750	2508	1191

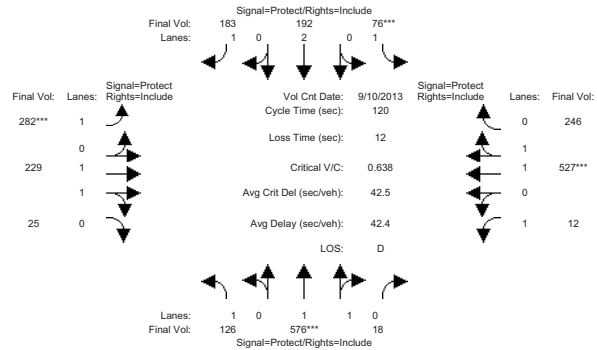
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.04	0.05	0.10	0.16	0.06	0.06	0.01	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	15.8	30.0	30.0	8.3	22.5	22.5	30.3	41.0	41.0	28.7	39.4	39.4
Volume/Cap:	0.55	0.63	0.63	0.63	0.26	0.55	0.63	0.19	0.19	0.03	0.63	0.63
Delay/Veh:	57.8	43.3	43.3	76.6	42.5	50.6	46.5	28.1	28.1	35.1	36.6	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	43.3	43.3	76.6	42.5	50.6	46.5	28.1	28.1	35.1	36.6	36.6
LOS by Move:	E	D	D	E	D	D	D	C	C	D	D	D
DesignQueue:	8	15	15	5	5	11	16	5	5	1	18	18

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #3576: 13th St and Hedding St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	7:15-8:15AM						
Base Vol:	126	564	17	76	184	179	278	212	25	11	518	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:	126	564	17	76	184	179	278	212	25	11	518	246
Added Vol:	0	12	1	0	8	4	4	17	0	1	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	576	18	76	192	183	282	229	25	12	527	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:	126	576	18	76	192	183	282	229	25	12	527	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	576	18	76	192	183	282	229	25	12	527	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:	126	576	18	76	192	183	282	229	25	12	527	246

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	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.80	0.20	1.00	1.35	0.65
Final Sat.:	1750	3588	112	1750	3800	1750	1750	3336	364	1750	2522	1177

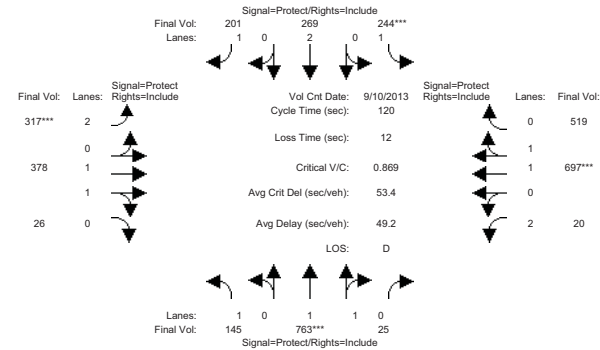
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.04	0.05	0.10	0.16	0.07	0.07	0.01	0.21	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.6	30.2	30.2	8.2	22.7	22.7	30.3	41.0	41.0	28.7	39.3	39.3
Volume/Cap:	0.55	0.64	0.64	0.64	0.27	0.55	0.64	0.20	0.20	0.03	0.64	0.64
Delay/Veh:	58.2	43.4	43.4	77.8	42.4	50.5	46.8	28.3	28.3	35.1	36.9	36.9
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:	58.2	43.4	43.4	77.8	42.4	50.5	46.8	28.3	28.3	35.1	36.9	36.9
LOS by Move:	E	D	D	E	D	D	D	C	C	D	D	D
DesignQueue:	8	16	16	5	5	11	16	6	6	1	19	19

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3576: 13th St and Hedding St



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

Volume Module: >> Count Date: 10 Sep 2013 << 7:15-8:15AM												
Base Vol:	126	564	17	76	184	179	278	212	25	11	518	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:	126	564	17	76	184	179	278	212	25	11	518	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	19	199	8	168	85	22	39	166	1	9	179	273
Initial Fut:	145	763	25	244	269	201	317	378	26	20	697	519
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	763	25	244	269	201	317	378	26	20	697	519
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	763	25	244	269	201	317	378	26	20	697	519
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	763	25	244	269	201	317	378	26	20	697	519

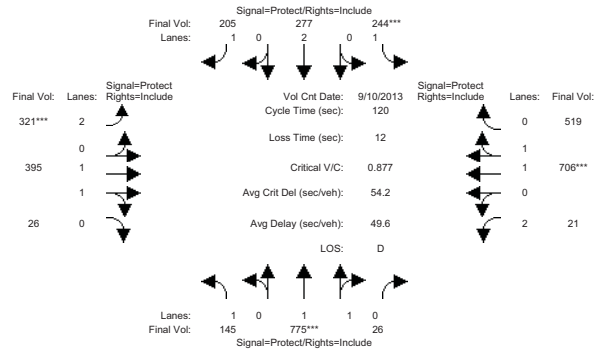
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	2.00	1.87	0.13	2.00	1.12	0.88
Final Sat.:	1750	3583	117	1750	3800	1750	3150	3462	238	3150	2120	1578

Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.14	0.07	0.11	0.10	0.11	0.11	0.01	0.33	0.33
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.4	29.4	29.4	19.3	28.3	28.3	13.9	38.7	38.7	20.7	45.4	45.4
Volume/Cap:	0.49	0.87	0.87	0.87	0.30	0.49	0.87	0.34	0.34	0.04	0.87	0.87
Delay/Veh:	50.7	54.5	54.5	77.7	38.6	43.7	75.5	31.7	31.7	41.5	42.1	42.1
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:	50.7	54.5	54.5	77.7	38.6	43.7	75.5	31.7	31.7	41.5	42.1	42.1
LOS by Move:	D	D	D	D	E	D	D	E	C	C	D	D
DesignQueue:	9	21	21	15	7	11	12	10	10	1	28	28

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj AM

Intersection #3576: 13th St and Hedding St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	7:15-8:15AM						
Base Vol:	126	564	17	76	184	179	278	212	25	11	518	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:	126	564	17	76	184	179	278	212	25	11	518	246
Added Vol:	0	12	1	0	8	4	4	17	0	1	9	0
ATI:	19	199	8	168	85	22	39	166	1	9	179	273
Initial Fut:	145	775	26	244	277	205	321	395	26	21	706	519
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	775	26	244	277	205	321	395	26	21	706	519
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	775	26	244	277	205	321	395	26	21	706	519
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	775	26	244	277	205	321	395	26	21	706	519

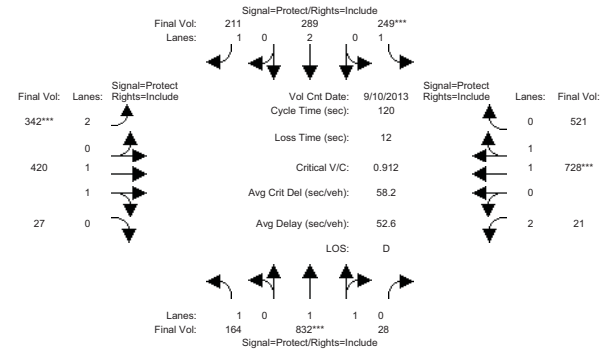
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	2.00	1.87	0.13	2.00	1.13	0.87
Final Sat.:	1750	3580	120	1750	3800	1750	3150	3471	228	3150	2131	1567

Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.14	0.07	0.12	0.10	0.11	0.11	0.01	0.33	0.33
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.2	29.6	29.6	19.1	28.5	28.5	13.9	39.2	39.2	20.1	45.3	45.3
Volume/Cap:	0.49	0.88	0.88	0.88	0.31	0.49	0.88	0.35	0.35	0.04	0.88	0.88
Delay/Veh:	51.1	55.0	55.0	79.2	38.5	43.6	76.5	31.5	31.5	42.0	42.7	42.7
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:	51.1	55.0	55.0	79.2	38.5	43.6	76.5	31.5	31.5	42.0	42.7	42.7
LOS by Move:	D	E	E	E	D	D	E	C	C	D	D	D
DesignQueue:	9	22	22	15	7	12	12	10	10	1	28	28

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3576: 13th St and Hedding St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	7:15-8:15AM						
Base Vol:	126	564	17	76	184	179	278	212	25	11	518	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:	126	564	17	76	184	179	278	212	25	11	518	246
Added Vol:	0	12	1	0	8	4	4	17	0	1	9	0
ATI+CumTrip:	38	256	10	173	97	28	60	191	2	9	201	275
Initial Fut:	164	832	28	249	289	211	342	420	27	21	728	521
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	832	28	249	289	211	342	420	27	21	728	521
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	832	28	249	289	211	342	420	27	21	728	521
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	832	28	249	289	211	342	420	27	21	728	521

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	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	2.00	1.88	0.12	2.00	1.14	0.86
Final Sat.:	1750	3579	120	1750	3800	1750	3150	3476	223	3150	2155	1543

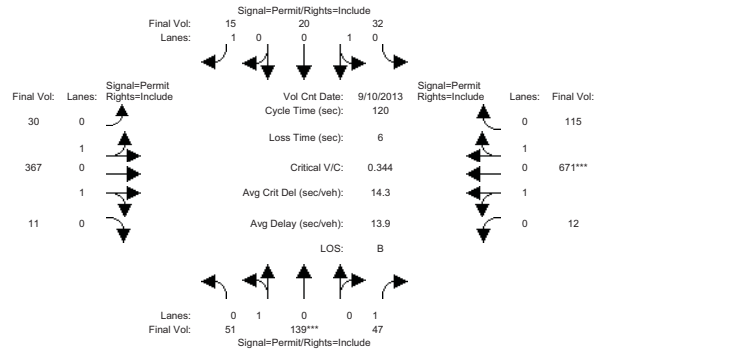
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.14	0.08	0.12	0.11	0.12	0.12	0.01	0.34	0.34
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.6	30.6	30.6	18.7	27.7	27.7	14.3	39.6	39.6	19.1	44.4	44.4
Volume/Cap:	0.52	0.91	0.91	0.91	0.33	0.52	0.91	0.37	0.37	0.04	0.91	0.91
Delay/Veh:	50.6	57.9	57.9	85.7	39.4	45.1	81.1	31.5	31.5	42.8	46.7	46.7
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:	50.6	57.9	57.9	85.7	39.4	45.1	81.1	31.5	31.5	42.8	46.7	46.7
LOS by Move:	D	E	E	E	F	D	D	F	C	C	D	D
DesignQueue:	10	23	23	16	8	12	12	11	11	1	29	29

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

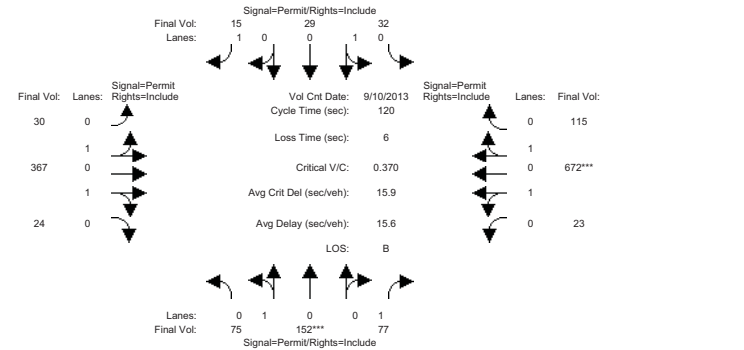
Intersection #3580: Seventh St and Hedding St



Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

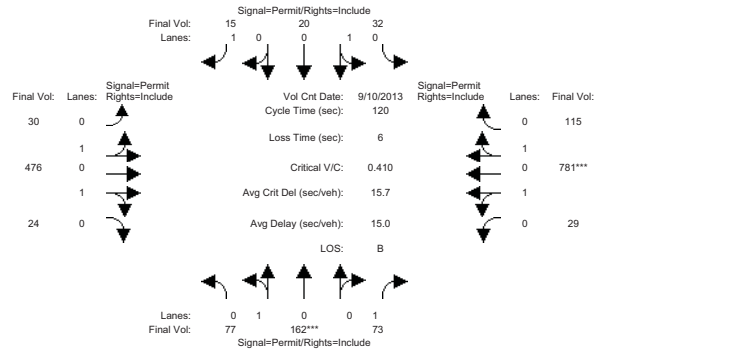
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #3580: Seventh St and Hedding St



Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3580: Seventh St and Hedding St



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	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:	10 Sep 2013	<<	7:15-8:15AM						
Base Vol:	51	139	47	32	20	15	30	367	11	12	671	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	139	47	32	20	15	30	367	11	12	671	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	26	23	26	0	0	0	0	109	13	17	110	0
Initial Fut:	77	162	73	32	20	15	30	476	24	29	781	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	162	73	32	20	15	30	476	24	29	781	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	162	73	32	20	15	30	476	24	29	781	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	162	73	32	20	15	30	476	24	29	781	115

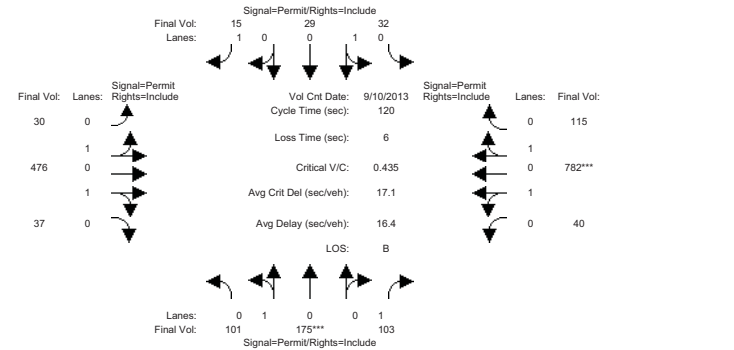
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.32	0.68	1.00	0.62	0.38	1.00	0.11	1.80	0.09	0.06	1.69	0.25
Final Sat.:	580	1220	1750	1108	692	1750	204	3233	163	113	3040	448

Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.04	0.03	0.03	0.01	0.15	0.15	0.15	0.26	0.26	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	38.8	38.8	38.8	38.8	38.8	38.8	75.2	75.2	75.2	75.2	75.2	75.2
Volume/Cap:	0.41	0.41	0.13	0.09	0.09	0.03	0.24	0.24	0.24	0.41	0.41	0.41
Delay/Veh:	32.1	32.1	28.7	28.3	28.3	27.7	9.9	9.9	9.9	11.4	11.4	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:	32.1	32.1	28.7	28.3	28.3	27.7	9.9	9.9	9.9	11.4	11.4	11.4
LOS by Move:	C	C	C	C	C	C	A	A	A	B	B	B
DesignQueue:	12	12	4	2	2	1	7	7	7	13	13	13

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj AM

Intersection #3580: Seventh St and Hedding St



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	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:	10 Sep 2013	<<	7:15-8:15AM						
Base Vol:	51	139	47	32	20	15	30	367	11	12	671	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	139	47	32	20	15	30	367	11	12	671	115
Added Vol:	24	13	30	0	9	0	0	0	13	11	1	0
ATI:	26	23	26	0	0	0	0	109	13	17	110	0
Initial Fut:	101	175	103	32	29	15	30	476	37	40	782	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	175	103	32	29	15	30	476	37	40	782	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	175	103	32	29	15	30	476	37	40	782	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	175	103	32	29	15	30	476	37	40	782	115

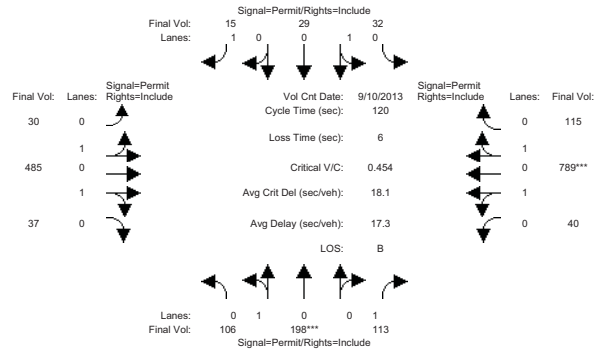
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.37	0.63	1.00	0.52	0.48	1.00	0.11	1.75	0.14	0.08	1.67	0.25
Final Sat.:	659	1141	1750	944	856	1750	199	3156	245	154	3004	442

Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.06	0.03	0.03	0.01	0.15	0.15	0.15	0.26	0.26	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	42.3	42.3	42.3	42.3	42.3	42.3	71.7	71.7	71.7	71.7	71.7	71.7
Volume/Cap:	0.44	0.44	0.17	0.10	0.10	0.02	0.25	0.25	0.25	0.44	0.44	0.44
Delay/Veh:	30.2	30.2	26.9	26.1	26.1	25.4	11.5	11.5	11.5	13.3	13.3	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:	30.2	30.2	26.9	26.1	26.1	25.4	11.5	11.5	11.5	13.3	13.3	13.3
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
DesignQueue:	13	13	5	3	3	1	8	8	8	14	14	14

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3580: Seventh St and Hedding St



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	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:	10 Sep 2013	<<	7:15-8:15AM						
Base Vol:	51	139	47	32	20	15	30	367	11	12	671	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	139	47	32	20	15	30	367	11	12	671	115
Added Vol:	24	13	30	0	9	0	0	0	13	11	1	0
ATI+CumTrip:	31	46	36	0	0	0	0	118	13	17	117	0
Initial Fut:	106	198	113	32	29	15	30	485	37	40	789	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	198	113	32	29	15	30	485	37	40	789	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	198	113	32	29	15	30	485	37	40	789	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	198	113	32	29	15	30	485	37	40	789	115

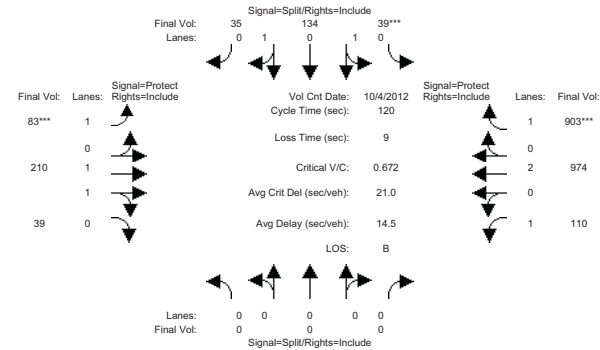
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.35	0.65	1.00	0.52	0.48	1.00	0.11	1.76	0.13	0.08	1.68	0.24
Final Sat.:	628	1172	1750	944	856	1750	196	3163	241	153	3009	439

Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.06	0.03	0.03	0.01	0.15	0.15	0.15	0.26	0.26	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	44.7	44.7	44.7	44.7	44.7	44.7	69.3	69.3	69.3	69.3	69.3	69.3
Volume/Cap:	0.45	0.45	0.17	0.09	0.09	0.02	0.27	0.27	0.27	0.45	0.45	0.45
Delay/Veh:	28.9	28.9	25.4	24.5	24.5	23.9	12.7	12.7	12.7	14.7	14.7	14.7
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:	28.9	28.9	25.4	24.5	24.5	23.9	12.7	12.7	12.7	14.7	14.7	14.7
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
DesignQueue:	14	14	5	3	3	1	8	8	8	15	15	15

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3581: Tenth St and Hedding St (P)



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:	4 Oct 2012	<<	7:40-8:40AM						
Base Vol:	0	0	0	39	134	35	83	210	39	110	974	903
Growth Adj:	1.00	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	39	134	35	83	210	39	110	974	903
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	39	134	35	83	210	39	110	974	903
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	39	134	35	83	210	39	110	974	903
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	39	134	35	83	210	39	110	974	903
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	39	134	35	83	210	39	110	974	903

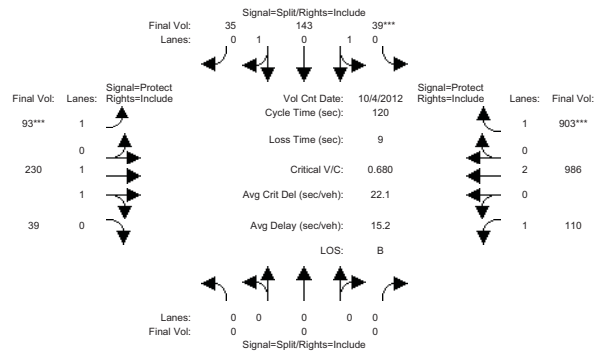
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.37	1.29	0.34	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	0	0	0	675	2319	606	1750	3120	579	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.05	0.07	0.07	0.06	0.26	0.52
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	0.0	0.0	10.3	10.3	10.3	8.5	57.4	57.4	43.3	92.2	92.2
Volume/Cap:	0.00	0.00	0.00	0.67	0.67	0.67	0.67	0.14	0.14	0.17	0.33	0.67
Delay/Veh:	0.0	0.0	0.0	58.9	58.9	58.9	67.9	17.5	17.5	26.3	4.4	8.0
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	58.9	58.9	58.9	67.9	17.5	17.5	26.3	4.4	8.0
LOS by Move:	A	A	A	E	E	E	E	B	B	C	A	A
DesignQueue:	0	0	0	7	7	7	6	5	5	5	8	17

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #3581: Tenth St and Hedding St (P)



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:	4 Oct 2012	<<	7:40-8:40AM						
Base Vol:	0	0	0	39	134	35	83	210	39	110	974	903
Growth Adj:	1.00	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	39	134	35	83	210	39	110	974	903
Added Vol:	0	0	0	0	9	0	10	20	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	39	143	35	93	230	39	110	986	903
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	39	143	35	93	230	39	110	986	903
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	39	143	35	93	230	39	110	986	903
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	39	143	35	93	230	39	110	986	903

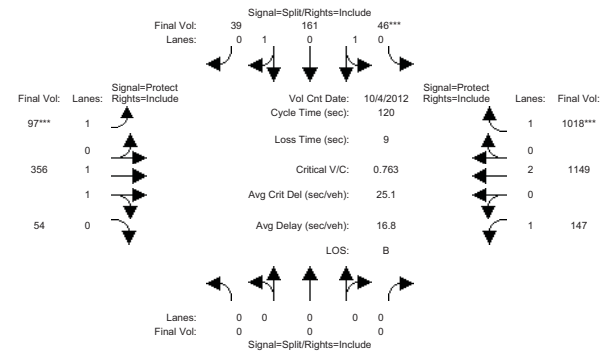
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.36	1.32	0.32	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	0	0	0	647	2372	581	1750	3163	536	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.05	0.07	0.07	0.06	0.26	0.52
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	0.0	0.0	10.6	10.6	10.6	9.4	57.2	57.2	43.2	91.0	91.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.68	0.68	0.68	0.15	0.15	0.17	0.34	0.68
Delay/Veh:	0.0	0.0	0.0	58.9	58.9	58.9	66.9	17.8	17.8	26.4	4.8	8.7
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	0.0	0.0	58.9	58.9	58.9	66.9	17.8	17.8	26.4	4.8	8.7
LOS by Move:	A	A	A	E	E	E	E	B	B	C	A	B
DesignQueue:	0	0	0	7	7	7	6	5	5	5	8	18

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3581: Tenth St and Hedding St (P)



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:	4 Oct 2012	<<	7:40-8:40AM						
Base Vol:	0	0	0	39	134	35	83	210	39	110	974	903
Growth Adj:	1.00	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	39	134	35	83	210	39	110	974	903
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	7	27	4	14	146	15	37	175	115
Initial Fut:	0	0	0	46	161	39	97	356	54	147	1149	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:	0	0	0	46	161	39	97	356	54	147	1149	1018
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	46	161	39	97	356	54	147	1149	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:	0	0	0	46	161	39	97	356	54	147	1149	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	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.37	1.31	0.32	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	0	0	0	673	2356	571	1750	3212	487	1750	3800	1750

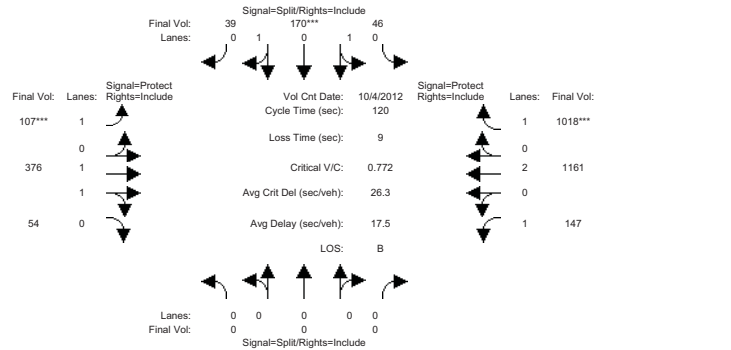
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.07	0.06	0.11	0.11	0.08	0.30	0.58
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	0.0	0.0	10.8	10.8	10.8	8.7	57.0	57.0	43.2	91.5	91.5
Volume/Cap:	0.00	0.00	0.00	0.76	0.76	0.76	0.76	0.23	0.23	0.23	0.40	0.76
Delay/Veh:	0.0	0.0	0.0	63.6	63.6	63.6	78.0	18.7	18.7	27.0	4.9	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:	0.0	0.0	0.0	63.6	63.6	63.6	78.0	18.7	18.7	27.0	4.9	10.7
LOS by Move:	A	A	A	E	E	E	E	B	B	C	A	B
DesignQueue:	0	0	0	8	8	8	7	8	8	7	10	20

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj AM

Intersection #3581: Tenth St and Hedding St (P)



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:	4 Oct 2012	<<	7:40-8:40AM						
Base Vol:	0	0	0	39	134	35	83	210	39	110	974	903
Growth Adj:	1.00	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	39	134	35	83	210	39	110	974	903
Added Vol:	0	0	0	0	9	0	10	20	0	0	12	0
ATI:	0	0	0	7	27	4	14	146	15	37	175	115
Initial Fut:	0	0	0	46	170	39	107	376	54	147	1161	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:	0	0	0	46	170	39	107	376	54	147	1161	1018
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	46	170	39	107	376	54	147	1161	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:	0	0	0	46	170	39	107	376	54	147	1161	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	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.36	1.33	0.31	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	0	0	0	649	2400	551	1750	3235	465	1750	3800	1750

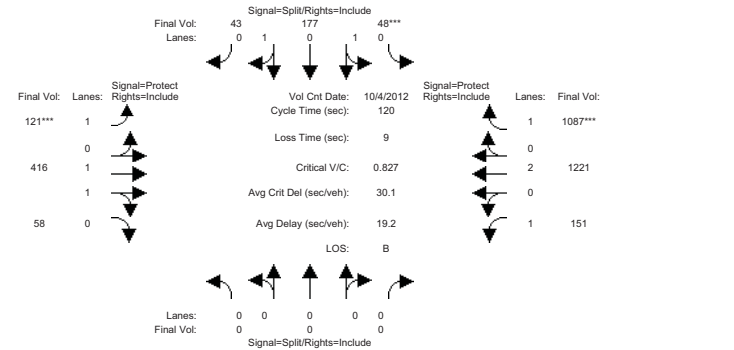
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.07	0.06	0.12	0.12	0.08	0.31	0.58
Crit Moves:	0.00	0.00	0.00	0.07	0.07	0.07	0.06	0.12	0.12	0.08	0.31	0.58
Green Time:	0.0	0.0	0.0	11.0	11.0	11.0	9.5	58.0	58.0	41.9	90.5	90.5
Volume/Cap:	0.00	0.00	0.00	0.77	0.77	0.77	0.77	0.24	0.24	0.24	0.41	0.77
Delay/Veh:	0.0	0.0	0.0	63.9	63.9	63.9	77.1	18.2	18.2	27.9	5.3	11.6
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	0.0	0.0	63.9	63.9	63.9	77.1	18.2	18.2	27.9	5.3	11.6
LOS by Move:	A	A	A	E	E	E	E	B	B	C	A	B
DesignQueue:	0	0	0	8	8	8	7	8	8	7	10	21

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3581: Tenth St and Hedding St (P)



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:	4 Oct 2012	<<	7:40-8:40AM						
Base Vol:	0	0	0	39	134	35	83	210	39	110	974	903
Growth Adj:	1.00	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	39	134	35	83	210	39	110	974	903
Added Vol:	0	0	0	0	9	0	10	20	0	0	12	0
ATI+CumTrip:	0	0	0	9	34	8	28	186	19	41	235	184
Initial Fut:	0	0	0	48	177	43	121	416	58	151	1221	1087
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	48	177	43	121	416	58	151	1221	1087
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	48	177	43	121	416	58	151	1221	1087
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	48	177	43	121	416	58	151	1221	1087

Saturation 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	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.36	1.32	0.32	1.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	0	0	0	645	2378	578	1750	3247	453	1750	3800	1750

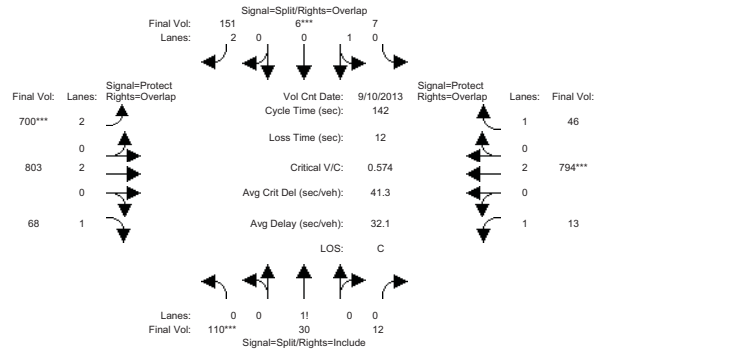
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.07	0.07	0.13	0.13	0.09	0.32	0.62
Crit Moves:	0.00	0.00	0.00	0.07	0.07	0.07	0.07	0.13	0.13	0.09	0.32	0.62
Green Time:	0.0	0.0	0.0	10.8	10.8	10.8	10.0	59.9	59.9	40.3	90.2	90.2
Volume/Cap:	0.00	0.00	0.00	0.83	0.83	0.83	0.83	0.26	0.26	0.26	0.43	0.83
Delay/Veh:	0.0	0.0	0.0	69.6	69.6	69.6	84.6	17.4	17.4	29.2	5.6	14.3
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	0.0	0.0	69.6	69.6	69.6	84.6	17.4	17.4	29.2	5.6	14.3
LOS by Move:	A	A	A	E	E	E	E	F	F	B	C	A
DesignQueue:	0	0	0	9	9	9	8	8	8	7	11	23

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3776: San Pedro St and Taylor St



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: 10 Sep 2013 << 7:45-8:45AM												
Base Vol:	110	30	12	7	6	151	700	803	68	13	794	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	30	12	7	6	151	700	803	68	13	794	46
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:	110	30	12	7	6	151	700	803	68	13	794	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	30	12	7	6	151	700	803	68	13	794	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	30	12	7	6	151	700	803	68	13	794	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	30	12	7	6	151	700	803	68	13	794	46

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	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.72	0.20	0.08	0.54	0.46	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1266	345	138	969	831	3150	3150	3800	1750	1750	3800	1750

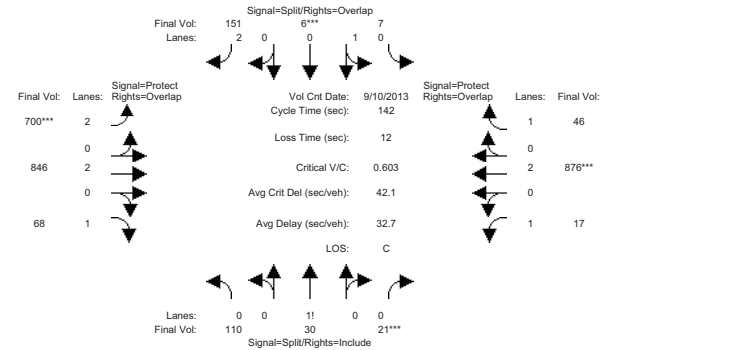
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.01	0.01	0.05	0.22	0.21	0.04	0.01	0.21	0.03
Crit Moves:	****			****			****			****		
Green Time:	20.1	20.1	20.1	10.0	10.0	61.5	51.5	81.0	101.1	18.9	48.4	58.4
Volume/Cap:	0.61	0.61	0.61	0.10	0.10	0.11	0.61	0.37	0.05	0.06	0.61	0.06
Delay/Veh:	61.8	61.8	61.8	62.2	62.2	24.0	38.1	16.7	6.1	53.9	39.9	25.3
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:	61.8	61.8	61.8	62.2	62.2	24.0	38.1	16.7	6.1	53.9	39.9	25.3
LOS by Move:	E	E	E	E	E	C	D	B	A	D	D	C
DesignQueue:	11	11	11	1	1	4	22	14	2	1	23	2

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #3776: San Pedro St and Taylor St



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:	10 Sep 2013	<<	7:45-8:45AM						
Base Vol:	110	30	12	7	6	151	700	803	68	13	794	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	30	12	7	6	151	700	803	68	13	794	46
Added Vol:	0	0	9	0	0	0	0	43	0	4	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	30	21	7	6	151	700	846	68	17	876	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	30	21	7	6	151	700	846	68	17	876	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	30	21	7	6	151	700	846	68	17	876	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	30	21	7	6	151	700	846	68	17	876	46

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	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.68	0.19	0.13	0.54	0.46	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1196	326	228	969	831	3150	3150	3800	1750	1750	3800	1750

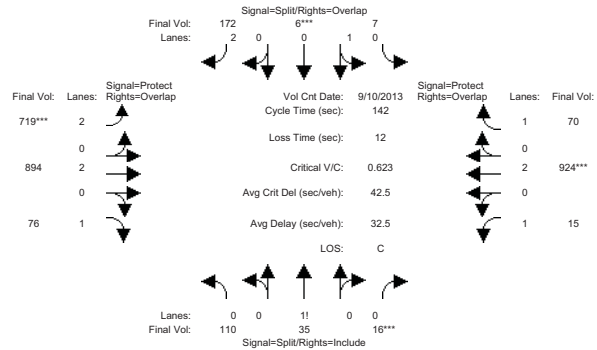
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.01	0.01	0.05	0.22	0.22	0.04	0.01	0.23	0.03
Crit Moves:	****			****			****			****		
Green Time:	20.3	20.3	20.3	10.0	10.0	59.0	49.0	81.7	101.9	18.1	50.8	60.8
Volume/Cap:	0.64	0.64	0.64	0.10	0.10	0.12	0.64	0.39	0.05	0.08	0.64	0.06
Delay/Veh:	63.2	63.2	63.2	62.2	62.2	25.5	40.5	16.6	5.9	54.7	39.2	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:	63.2	63.2	63.2	62.2	62.2	25.5	40.5	16.6	5.9	54.7	39.2	23.9
LOS by Move:	E	E	E	E	E	C	D	B	A	D	D	C
DesignQueue:	12	12	12	1	1	4	23	15	2	1	23	2

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3776: San Pedro St and Taylor St



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:	10 Sep 2013	<<	7:45-8:45AM						
Base Vol:	110	30	12	7	6	151	700	803	68	13	794	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	30	12	7	6	151	700	803	68	13	794	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	5	4	0	0	21	19	91	8	2	130	24
Initial Fut:	110	35	16	7	6	172	719	894	76	15	924	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:	110	35	16	7	6	172	719	894	76	15	924	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	35	16	7	6	172	719	894	76	15	924	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:	110	35	16	7	6	172	719	894	76	15	924	70

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	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.68	0.22	0.10	0.54	0.46	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1196	380	174	969	831	3150	3150	3800	1750	1750	3800	1750

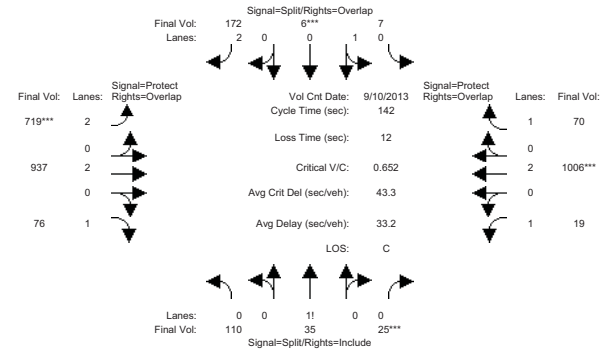
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.01	0.01	0.05	0.23	0.24	0.04	0.01	0.24	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.6	19.6	19.6	10.0	10.0	58.6	48.6	83.0	102.6	17.4	51.8	61.8
Volume/Cap:	0.67	0.67	0.67	0.10	0.10	0.13	0.67	0.40	0.06	0.07	0.67	0.09
Delay/Veh:	65.0	65.0	65.0	62.2	62.2	25.9	41.4	16.1	5.7	55.3	39.1	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	65.0	65.0	62.2	62.2	25.9	41.4	16.1	5.7	55.3	39.1	23.7
LOS by Move:	E	E	E	E	E	C	D	B	A	E	D	C
DesignQueue:	12	12	12	1	1	5	24	15	2	1	24	3

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj AM

Intersection #3776: San Pedro St and Taylor St



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:	10 Sep 2013	<<	7:45-8:45AM						
Base Vol:	110	30	12	7	6	151	700	803	68	13	794	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	30	12	7	6	151	700	803	68	13	794	46
Added Vol:	0	0	0	0	0	0	0	43	0	4	82	0
ATI:	0	5	4	0	0	21	19	91	8	2	130	24
Initial Fut:	110	35	25	7	6	172	719	937	76	19	1006	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:	110	35	25	7	6	172	719	937	76	19	1006	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	35	25	7	6	172	719	937	76	19	1006	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:	110	35	25	7	6	172	719	937	76	19	1006	70

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	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.65	0.20	0.15	0.54	0.46	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1132	360	257	969	831	3150	3150	3800	1750	1750	3800	1750

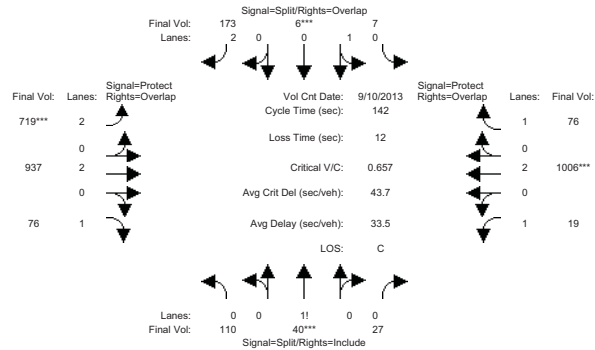
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.01	0.01	0.05	0.23	0.25	0.04	0.01	0.26	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.8	19.8	19.8	10.0	10.0	56.4	46.4	83.5	103.3	16.7	53.8	63.8
Volume/Cap:	0.70	0.70	0.70	0.10	0.10	0.14	0.70	0.42	0.06	0.09	0.70	0.09
Delay/Veh:	66.9	66.9	66.9	62.2	62.2	27.3	43.8	16.1	5.5	56.1	38.8	22.5
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:	66.9	66.9	66.9	62.2	62.2	27.3	43.8	16.1	5.5	56.1	38.8	22.5
LOS by Move:	E	E	E	E	E	C	D	B	A	E	D	C
DesignQueue:	13	13	13	1	1	5	24	16	2	1	26	3

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3776: San Pedro St and Taylor St



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: 10 Sep 2013 << 7:45-8:45AM												
Base Vol:	110	30	12	7	6	151	700	803	68	13	794	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	30	12	7	6	151	700	803	68	13	794	46
Added Vol:	0	0	9	0	0	0	0	43	0	4	82	0
ATI+CumTrip:	0	10	6	0	0	22	19	91	8	2	130	30
Initial Fut:	110	40	27	7	6	173	719	937	76	19	1006	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	40	27	7	6	173	719	937	76	19	1006	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	40	27	7	6	173	719	937	76	19	1006	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	40	27	7	6	173	719	937	76	19	1006	76

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	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.62	0.23	0.15	0.54	0.46	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1088	395	267	969	831	3150	3150	3800	1750	1750	3800	1750

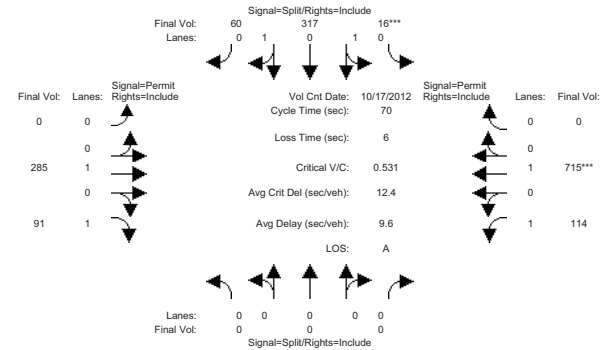
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.01	0.01	0.05	0.23	0.25	0.04	0.01	0.26	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.4	20.4	20.4	10.0	10.0	56.1	46.1	83.0	103.4	16.6	53.5	63.5
Volume/Cap:	0.70	0.70	0.70	0.10	0.10	0.14	0.70	0.42	0.06	0.09	0.70	0.10
Delay/Veh:	66.6	66.6	66.6	62.2	62.2	27.5	44.2	16.4	5.5	56.2	39.1	22.8
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:	66.6	66.6	66.6	62.2	62.2	27.5	44.2	16.4	5.5	56.2	39.1	22.8
LOS by Move:	E	E	E	E	E	C	D	B	A	E	D	C
DesignQueue:	13	13	13	1	1	5	24	16	2	1	26	4

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3822: Tenth St and Taylor St (P)



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	0	10	10	10	10	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:	17 Oct 2012	<<	7:15-8:15AM						
Base Vol:	0	0	0	16	317	60	0	285	91	114	715	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	16	317	60	0	285	91	114	715	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	16	317	60	0	285	91	114	715	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	16	317	60	0	285	91	114	715	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	16	317	60	0	285	91	114	715	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	16	317	60	0	285	91	114	715	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.08	1.61	0.31	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	147	2904	550	0	1900	1750	1750	1900	0

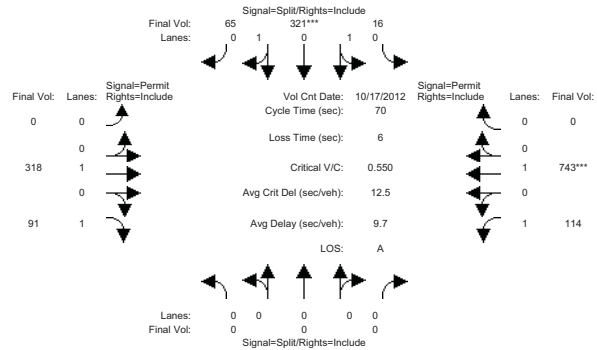
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.15	0.05	0.07	0.38	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	0.0	0.0	14.4	14.4	14.4	0.0	49.6	49.6	49.6	49.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.53	0.53	0.00	0.21	0.07	0.09	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	25.5	25.5	25.5	0.0	3.6	3.2	3.2	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	25.5	25.5	25.5	0.0	3.6	3.2	3.2	5.2	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
DesignQueue:	0	0	0	7	7	7	0	3	1	1	9	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #3822: Tenth St and Taylor St (P)



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	0	10	10	10	10	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: 17 Oct 2012 << 7:15-8:15AM												
Base Vol:	0	0	0	16	317	60	0	285	91	114	715	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	16	317	60	0	285	91	114	715	0
Added Vol:	0	0	0	0	4	5	0	33	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	321	65	0	318	91	114	743	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	16	321	65	0	318	91	114	743	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	16	321	65	0	318	91	114	743	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	16	321	65	0	318	91	114	743	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.08	1.60	0.32	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	143	2875	582	0	1900	1750	1750	1900	0

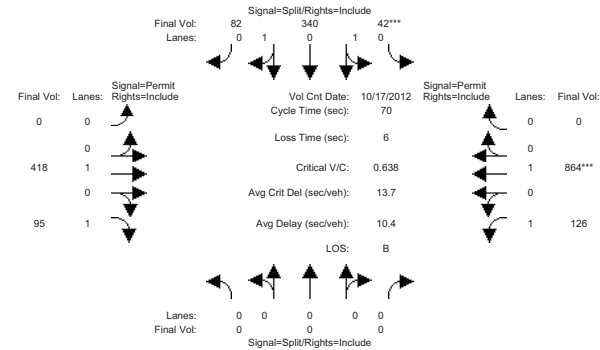
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.17	0.05	0.07	0.39	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	14.2	14.2	14.2	0.0	49.8	49.8	49.8	49.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.55	0.55	0.55	0.00	0.24	0.07	0.09	0.55	0.00
Delay/Veh:	0.0	0.0	0.0	25.9	25.9	25.9	0.0	3.6	3.1	3.2	5.3	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	25.9	25.9	25.9	0.0	3.6	3.1	3.2	5.3	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
DesignQueue:	0	0	0	7	7	7	0	4	1	1	9	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3822: Tenth St and Taylor St (P)



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	0	10	10	10	10	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: 17 Oct 2012 << 7:15-8:15AM												
Base Vol:	0	0	0	16	317	60	0	285	91	114	715	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	16	317	60	0	285	91	114	715	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	26	23	22	0	133	4	12	149	0
Initial Fut:	0	0	0	42	340	82	0	418	95	126	864	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	42	340	82	0	418	95	126	864	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	42	340	82	0	418	95	126	864	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	42	340	82	0	418	95	126	864	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.18	1.47	0.35	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	326	2638	636	0	1900	1750	1750	1900	0

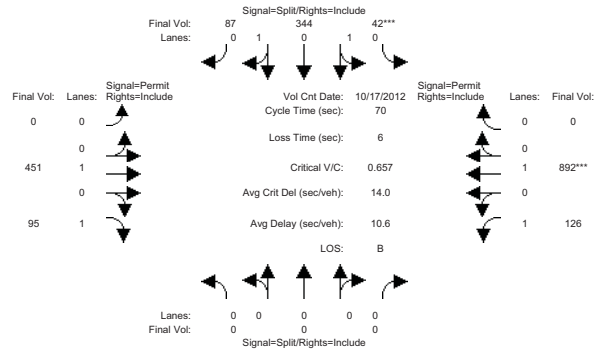
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.13	0.00	0.22	0.05	0.07	0.45	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	14.1	14.1	14.1	0.0	49.9	49.9	49.9	49.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.64	0.64	0.64	0.00	0.31	0.08	0.10	0.64	0.00
Delay/Veh:	0.0	0.0	0.0	27.5	27.5	27.5	0.0	3.8	3.1	3.2	6.3	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	27.5	27.5	27.5	0.0	3.8	3.1	3.2	6.3	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
DesignQueue:	0	0	0	8	8	8	0	5	1	2	11	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj AM

Intersection #3822: Tenth St and Taylor St (P)



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	0	10	10	10	10	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:	17 Oct 2012	<<	7:15-8:15AM							
Base Vol:		0	0	0	16	317	60	0	285	91	114	715	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	1.00
Initial Bse:		0	0	0	16	317	60	0	285	91	114	715	0
Added Vol:		0	0	0	0	4	5	0	33	0	0	28	0
ATI:		0	0	0	26	23	22	0	133	4	12	149	0
Initial Fut:		0	0	0	42	344	87	0	451	95	126	892	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	1.00
PHF Adj:	1.00	1.00	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	42	344	87	0	451	95	126	892	0
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		0	0	0	42	344	87	0	451	95	126	892	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	1.00
MLF Adj:	1.00	1.00	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	42	344	87	0	451	95	126	892	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.18	1.45	0.37	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	320	2618	662	0	1900	1750	1750	1900	0

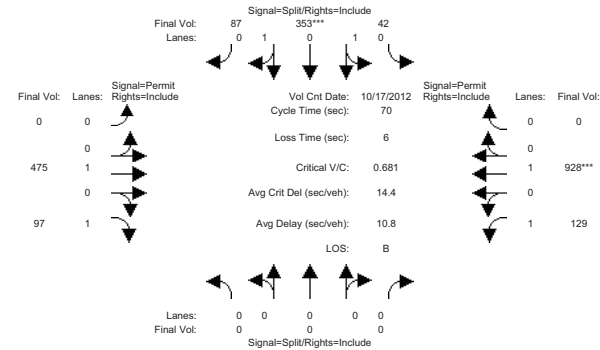
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.13	0.00	0.24	0.05	0.07	0.47	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	14.0	14.0	14.0	0.0	50.0	50.0	50.0	50.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.66	0.66	0.66	0.00	0.33	0.08	0.10	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	28.0	28.0	28.0	0.0	3.9	3.0	3.1	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	28.0	28.0	28.0	0.0	3.9	3.0	3.1	6.6	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
DesignQueue:	0	0	0	8	8	8	0	5	1	2	11	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3822: Tenth St and Taylor St (P)



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	0	10	10	10	10	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:	17 Oct 2012	<<	7:15-8:15AM						
Base Vol:	0	0	0	16	317	60	0	285	91	114	715	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	16	317	60	0	285	91	114	715	0
Added Vol:	0	0	0	0	4	5	0	33	0	0	28	0
ATI+CumTrip:	0	0	0	26	32	22	0	157	6	15	185	0
Initial Fut:	0	0	0	42	353	87	0	475	97	129	928	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	42	353	87	0	475	97	129	928	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	42	353	87	0	475	97	129	928	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	42	353	87	0	475	97	129	928	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	1.47	0.36	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	314	2637	650	0	1900	1750	1750	1900	0

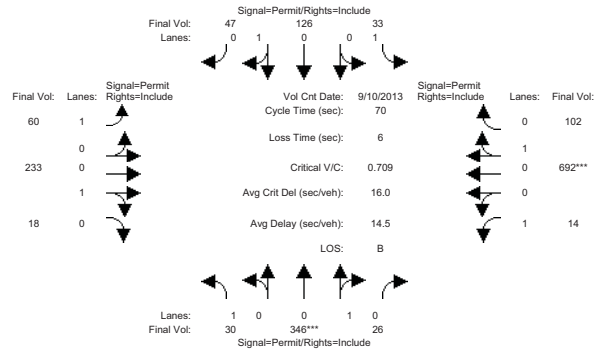
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.13	0.00	0.25	0.06	0.07	0.49	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	13.8	13.8	13.8	0.0	50.2	50.2	50.2	50.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.68	0.68	0.00	0.35	0.08	0.10	0.68	0.00
Delay/Veh:	0.0	0.0	0.0	28.8	28.8	28.8	0.0	3.9	3.0	3.0	6.9	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	28.8	28.8	28.8	0.0	3.9	3.0	3.0	6.9	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
DesignQueue:	0	0	0	8	8	8	0	6	1	2	11	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3823: 13th St and Taylor St



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	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:	10 Sep 2013	<<	730-830AM						
Base Vol:	30	346	26	33	126	47	60	233	18	14	692	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:	30	346	26	33	126	47	60	233	18	14	692	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:	30	346	26	33	126	47	60	233	18	14	692	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:	30	346	26	33	126	47	60	233	18	14	692	102
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	346	26	33	126	47	60	233	18	14	692	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:	30	346	26	33	126	47	60	233	18	14	692	102

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.73	0.27	1.00	0.93	0.07	1.00	0.87	0.13
Final Sat.:	1750	1674	126	1750	1311	489	1750	1671	129	1750	1569	231

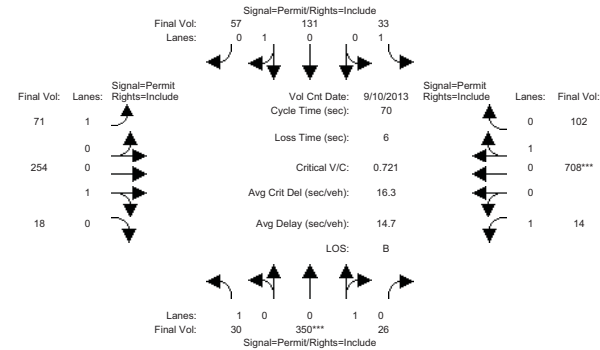
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.02	0.10	0.10	0.03	0.14	0.14	0.01	0.44	0.44
Crit Moves:	****											****
Green Time:	20.4	20.4	20.4	20.4	20.4	20.4	43.6	43.6	43.6	43.6	43.6	43.6
Volume/Cap:	0.06	0.71	0.71	0.06	0.33	0.33	0.06	0.22	0.22	0.01	0.71	0.71
Delay/Veh:	17.9	26.6	26.6	18.0	19.8	19.8	5.2	5.9	5.9	5.0	11.0	11.0
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:	17.9	26.6	26.6	18.0	19.8	19.8	5.2	5.9	5.9	5.0	11.0	11.0
LOS by Move:	B	C	C	B	B	B	A	A	A	A	B	B
DesignQueue:	1	11	11	1	5	5	1	4	4	0	14	14

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #3823: 13th St and Taylor St



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	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:	10 Sep 2013	<<	730-830AM						
Base Vol:	30	346	26	33	126	47	60	233	18	14	692	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:	30	346	26	33	126	47	60	233	18	14	692	102
Added Vol:	0	4	0	0	5	10	11	21	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	350	26	33	131	57	71	254	18	14	708	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:	30	350	26	33	131	57	71	254	18	14	708	102
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	350	26	33	131	57	71	254	18	14	708	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:	30	350	26	33	131	57	71	254	18	14	708	102

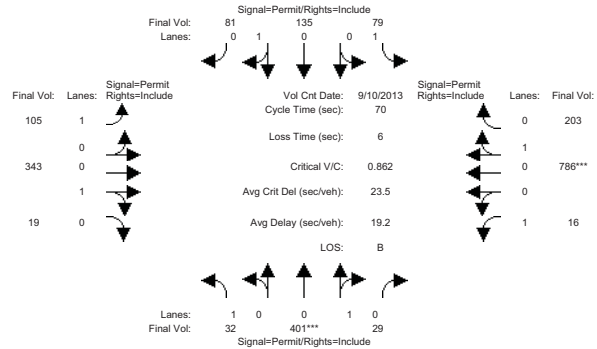
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.70	0.30	1.00	0.93	0.07	1.00	0.87	0.13
Final Sat.:	1750	1676	124	1750	1254	546	1750	1681	119	1750	1573	227

Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.02	0.10	0.10	0.04	0.15	0.15	0.01	0.45	0.45
Crit Moves:	****											****
Green Time:	20.3	20.3	20.3	20.3	20.3	20.3	43.7	43.7	43.7	43.7	43.7	43.7
Volume/Cap:	0.06	0.72	0.72	0.07	0.36	0.36	0.06	0.24	0.24	0.01	0.72	0.72
Delay/Veh:	18.0	27.2	27.2	18.0	20.1	20.1	5.2	5.9	5.9	5.0	11.3	11.3
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:	18.0	27.2	27.2	18.0	20.1	20.1	5.2	5.9	5.9	5.0	11.3	11.3
LOS by Move:	B	C	C	B	C	C	A	A	A	A	B	B
DesignQueue:	1	11	11	1	6	6	1	4	4	0	14	14

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3823: 13th St and Taylor St



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	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:	10 Sep 2013	<<	730-830AM						
Base Vol:	30	346	26	33	126	47	60	233	18	14	692	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:	30	346	26	33	126	47	60	233	18	14	692	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	55	3	46	9	34	45	110	1	2	94	101
Initial Fut:	32	401	29	79	135	81	105	343	19	16	786	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:	32	401	29	79	135	81	105	343	19	16	786	203
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	401	29	79	135	81	105	343	19	16	786	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:	32	401	29	79	135	81	105	343	19	16	786	203

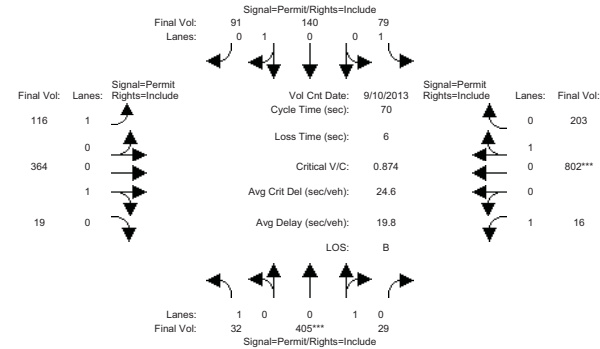
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.62	0.38	1.00	0.95	0.05	1.00	0.79	0.21
Final Sat.:	1750	1679	121	1750	1125	675	1750	1706	94	1750	1431	369

Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.05	0.12	0.12	0.06	0.20	0.20	0.01	0.55	0.55
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.4	19.4	19.4	19.4	19.4	19.4	44.6	44.6	44.6	44.6	44.6	44.6
Volume/Cap:	0.07	0.86	0.86	0.16	0.43	0.43	0.09	0.32	0.32	0.01	0.86	0.86
Delay/Veh:	18.7	38.3	38.3	19.3	21.4	21.4	4.9	5.9	5.9	4.7	17.1	17.1
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:	18.7	38.3	38.3	19.3	21.4	21.4	4.9	5.9	5.9	4.7	17.1	17.1
LOS by Move:	B	D	D	B	C	C	A	A	A	A	B	B
DesignQueue:	1	13	13	2	7	7	2	6	6	0	17	17

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj AM

Intersection #3823: 13th St and Taylor St



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	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:	10 Sep 2013	<<	730-830AM						
Base Vol:	30	346	26	33	126	47	60	233	18	14	692	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:	30	346	26	33	126	47	60	233	18	14	692	102
Added Vol:	0	4	0	0	5	10	11	21	0	0	16	0
ATI:	2	55	3	46	9	34	45	110	1	2	94	101
Initial Fut:	32	405	29	79	140	91	116	364	19	16	802	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:	32	405	29	79	140	91	116	364	19	16	802	203
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	405	29	79	140	91	116	364	19	16	802	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:	32	405	29	79	140	91	116	364	19	16	802	203

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.61	0.39	1.00	0.95	0.05	1.00	0.80	0.20
Final Sat.:	1750	1680	120	1750	1091	709	1750	1711	89	1750	1436	364

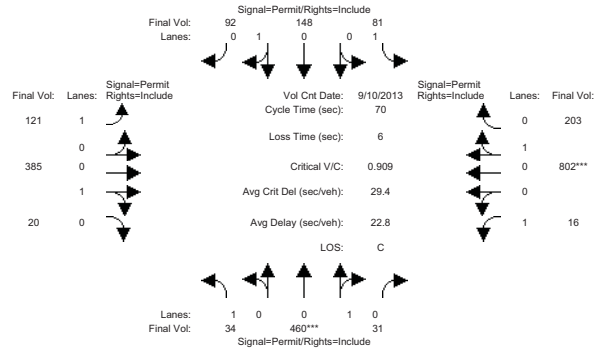
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.05	0.13	0.13	0.07	0.21	0.21	0.01	0.56	0.56
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.3	19.3	19.3	19.3	19.3	19.3	44.7	44.7	44.7	44.7	44.7	44.7
Volume/Cap:	0.07	0.87	0.87	0.16	0.47	0.47	0.10	0.33	0.33	0.01	0.87	0.87
Delay/Veh:	18.8	40.0	40.0	19.4	21.8	21.8	4.9	6.0	6.0	4.6	18.0	18.0
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:	18.8	40.0	40.0	19.4	21.8	21.8	4.9	6.0	6.0	4.6	18.0	18.0
LOS by Move:	B	D	D	B	C	C	A	A	A	A	B	B
DesignQueue:	1	14	14	2	7	7	2	6	6	0	17	17

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3823: 13th St and Taylor St



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	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:	10 Sep 2013	<<	730-830AM						
Base Vol:	30	346	26	33	126	47	60	233	18	14	692	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:	30	346	26	33	126	47	60	233	18	14	692	102
Added Vol:	0	4	0	0	5	10	11	21	0	0	16	0
ATI+CumTrip:	4	110	5	48	17	35	50	131	2	2	94	101
Initial Fut:	34	460	31	81	148	92	121	385	20	16	802	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:	34	460	31	81	148	92	121	385	20	16	802	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	460	31	81	148	92	121	385	20	16	802	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:	34	460	31	81	148	92	121	385	20	16	802	203

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.62	0.38	1.00	0.95	0.05	1.00	0.80	0.20
Final Sat.:	1750	1686	114	1750	1110	690	1750	1711	89	1750	1436	364

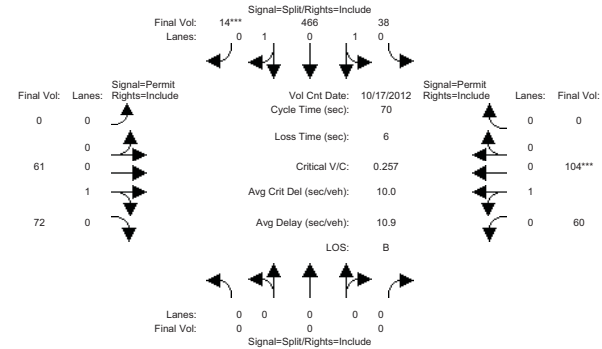
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.05	0.13	0.13	0.07	0.23	0.23	0.01	0.56	0.56
Crit Moves:	****									****		
Green Time:	21.0	21.0	21.0	21.0	21.0	21.0	43.0	43.0	43.0	43.0	43.0	43.0
Volume/Cap:	0.06	0.91	0.91	0.15	0.44	0.44	0.11	0.37	0.37	0.01	0.91	0.91
Delay/Veh:	17.5	42.9	42.9	18.1	20.4	20.4	5.6	6.9	6.9	5.3	22.8	22.8
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:	17.5	42.9	42.9	18.1	20.4	20.4	5.6	6.9	6.9	5.3	22.8	22.8
LOS by Move:	B	D	D	B	C	C	A	A	A	A	C	C
DesignQueue:	1	15	15	2	7	7	2	7	7	0	18	18

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3862: Tenth St and Jackson St



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	0	10	10	10	10	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:	17 Oct 2012	<<	7:15-8:15AM						
Base Vol:	0	0	0	38	466	14	0	61	72	60	104	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	38	466	14	0	61	72	60	104	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	38	466	14	0	61	72	60	104	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	38	466	14	0	61	72	60	104	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	38	466	14	0	61	72	60	104	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	38	466	14	0	61	72	60	104	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	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.15	1.80	0.05	0.00	0.46	0.54	0.37	0.63	0.00
Final Sat.:	0	0	0	264	3239	97	0	826	974	659	1141	0

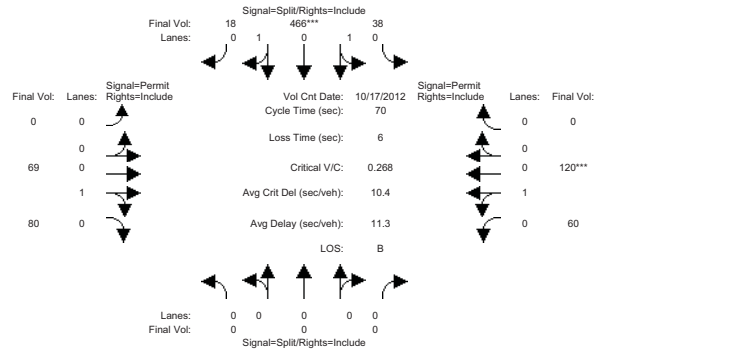
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.14	0.00	0.07	0.07	0.09	0.09	0.00
Crit Moves:	****									****		
Green Time:	0.0	0.0	0.0	39.2	39.2	39.2	0.0	24.8	24.8	24.8	24.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.21	0.21	0.26	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	8.0	8.0	8.0	0.0	15.9	15.9	16.3	16.3	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	8.0	8.0	8.0	0.0	15.9	15.9	16.3	16.3	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
DesignQueue:	0	0	0	5	5	5	0	4	4	4	4	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #3862: Tenth St and Jackson St



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	0	10	10	10	10	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:	17 Oct 2012	<<	7:15-8:15AM							
Base Vol:	0	0	0	38	466	14	0	61	72	60	104	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	38	466	14	0	61	72	60	104	0
Added Vol:	0	0	0	0	0	4	0	8	8	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	38	466	18	0	69	80	60	120	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	38	466	18	0	69	80	60	120	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	38	466	18	0	69	80	60	120	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	38	466	18	0	69	80	60	120	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	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.15	1.78	0.07	0.00	0.46	0.54	0.33	0.67	0.00
Final Sat.:	0	0	0	262	3214	124	0	834	966	600	1200	0

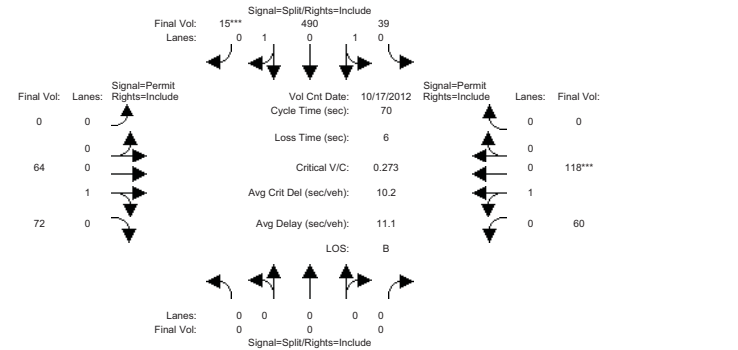
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.08	0.08	0.10	0.10	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	37.9	37.9	37.9	0.0	26.1	26.1	26.1	26.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.22	0.22	0.27	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	8.7	8.7	8.7	0.0	15.2	15.2	15.5	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:	0.0	0.0	0.0	8.7	8.7	8.7	0.0	15.2	15.2	15.5	15.5	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
DesignQueue:	0	0	0	5	5	5	0	4	4	5	5	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3862: Tenth St and Jackson St



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	0	10	10	10	10	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:	17 Oct 2012	<<	7:15-8:15AM						
Base Vol:	0	0	0	38	466	14	0	61	72	60	104	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	38	466	14	0	61	72	60	104	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	1	24	1	0	3	0	0	14	0
Initial Fut:	0	0	0	39	490	15	0	64	72	60	118	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	39	490	15	0	64	72	60	118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	39	490	15	0	64	72	60	118	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	39	490	15	0	64	72	60	118	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	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.14	1.80	0.06	0.00	0.47	0.53	0.34	0.66	0.00
Final Sat.:	0	0	0	258	3243	99	0	847	953	607	1193	0

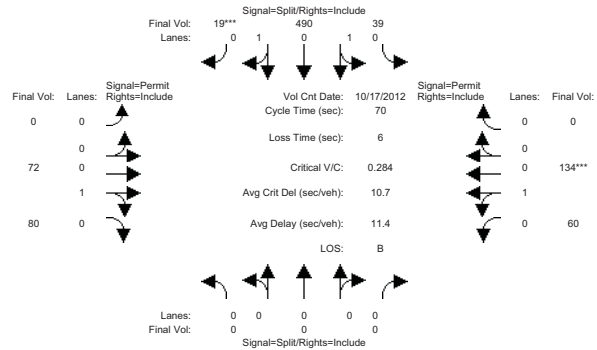
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.08	0.08	0.10	0.10	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	38.7	38.7	38.7	0.0	25.3	25.3	25.3	25.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.21	0.21	0.27	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	8.3	8.3	8.3	0.0	15.6	15.6	16.1	16.1	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	8.3	8.3	8.3	0.0	15.6	15.6	16.1	16.1	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
DesignQueue:	0	0	0	5	5	5	0	4	4	5	5	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj AM

Intersection #3862: Tenth St and Jackson St



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	0	10	10	10	10	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:	17 Oct 2012	<<	7:15-8:15AM							
Base Vol:	0	0	0	38	466	14	0	61	72	60	104	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	38	466	14	0	61	72	60	104	0
Added Vol:	0	0	0	0	0	4	0	8	8	0	16	0
ATI:	0	0	0	1	24	1	0	3	0	0	14	0
Initial Fut:	0	0	0	39	490	19	0	72	80	60	134	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	39	490	19	0	72	80	60	134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	39	490	19	0	72	80	60	134	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	39	490	19	0	72	80	60	134	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	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.14	1.79	0.07	0.00	0.47	0.53	0.31	0.69	0.00
Final Sat.:	0	0	0	256	3219	125	0	853	947	557	1243	0

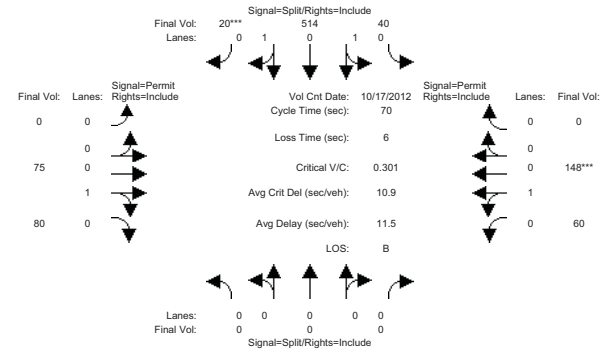
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.08	0.08	0.11	0.11	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	37.5	37.5	37.5	0.0	26.5	26.5	26.5	26.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.28	0.28	0.00	0.22	0.22	0.28	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	9.0	9.0	9.0	0.0	14.9	14.9	15.4	15.4	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	9.0	9.0	9.0	0.0	14.9	14.9	15.4	15.4	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
DesignQueue:	0	0	0	5	5	5	0	4	4	5	5	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3862: Tenth St and Jackson St



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	0	10	10	10	10	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:	17 Oct 2012	<<	7:15-8:15AM						
Base Vol:	0	0	0	38	466	14	0	61	72	60	104	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	38	466	14	0	61	72	60	104	0
Added Vol:	0	0	0	0	0	4	0	8	8	0	16	0
ATI+CumTrip:	0	0	0	2	48	2	0	6	0	0	28	0
Initial Fut:	0	0	0	40	514	20	0	75	80	60	148	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	40	514	20	0	75	80	60	148	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	514	20	0	75	80	60	148	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	40	514	20	0	75	80	60	148	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	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.14	1.79	0.07	0.00	0.48	0.52	0.29	0.71	0.00
Final Sat.:	0	0	0	251	3224	125	0	871	929	519	1281	0

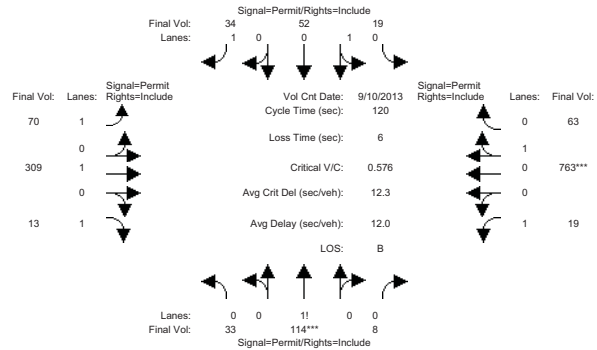
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.16	0.00	0.09	0.09	0.12	0.12	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	37.1	37.1	37.1	0.0	26.9	26.9	26.9	26.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.30	0.30	0.00	0.22	0.22	0.30	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	9.3	9.3	9.3	0.0	14.7	14.7	15.3	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:	0.0	0.0	0.0	9.3	9.3	9.3	0.0	14.7	14.7	15.3	15.3	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
DesignQueue:	0	0	0	6	6	6	0	4	4	5	5	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3909: Seventh St and Taylor St



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	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:	10 Sep 2013	<<	7:15-8:15AM						
Base Vol:	33	114	8	19	52	34	70	309	13	19	763	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:	33	114	8	19	52	34	70	309	13	19	763	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:	33	114	8	19	52	34	70	309	13	19	763	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	114	8	19	52	34	70	309	13	19	763	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	114	8	19	52	34	70	309	13	19	763	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	114	8	19	52	34	70	309	13	19	763	63

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	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.21	0.74	0.05	0.27	0.73	1.00	1.00	1.00	1.00	1.00	0.92	0.08
Final Sat.:	373	1287	90	482	1318	1750	1750	1900	1750	1663	137	

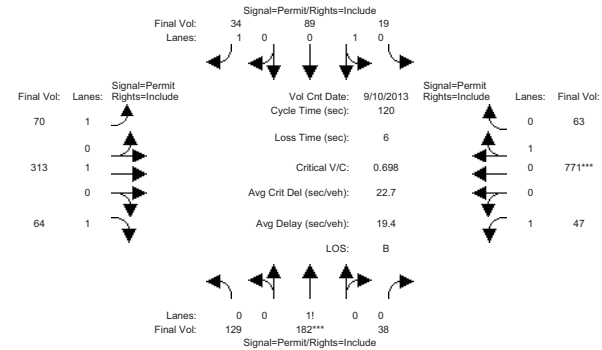
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.04	0.02	0.04	0.16	0.01	0.01	0.46	0.46
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.4	18.4	18.4	18.4	18.4	18.4	95.6	95.6	95.6	95.6	95.6	95.6
Volume/Cap:	0.58	0.58	0.58	0.26	0.26	0.13	0.05	0.20	0.01	0.01	0.58	0.58
Delay/Veh:	50.2	50.2	50.2	45.2	45.2	44.0	2.6	3.0	2.5	2.5	5.2	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:	50.2	50.2	50.2	45.2	45.2	44.0	2.6	3.0	2.5	2.5	5.2	5.2
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
DesignQueue:	10	10	10	4	4	2	1	4	0	0	13	13

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #3909: Seventh St and Taylor St



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	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:	10 Sep 2013	<<	7:15-8:15AM						
Base Vol:	33	114	8	19	52	34	70	309	13	19	763	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:	33	114	8	19	52	34	70	309	13	19	763	63
Added Vol:	96	68	30	0	37	0	0	4	51	28	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	182	38	19	89	34	70	313	64	47	771	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	182	38	19	89	34	70	313	64	47	771	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	182	38	19	89	34	70	313	64	47	771	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	182	38	19	89	34	70	313	64	47	771	63

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	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.37	0.52	0.11	0.18	0.82	1.00	1.00	1.00	1.00	1.00	0.92	0.08
Final Sat.:	647	913	191	317	1483	1750	1750	1900	1750	1664	136	

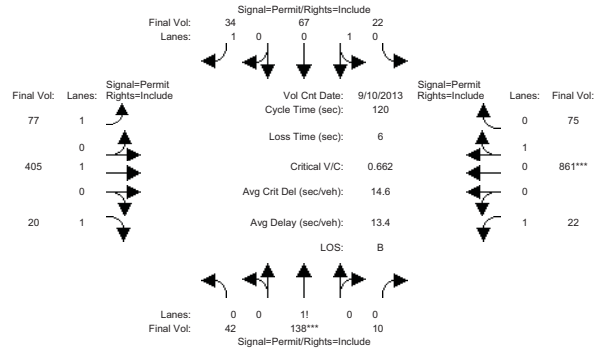
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.06	0.06	0.02	0.04	0.16	0.04	0.03	0.46	0.46
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	34.3	34.3	34.3	34.3	34.3	34.3	79.7	79.7	79.7	79.7	79.7	79.7
Volume/Cap:	0.70	0.70	0.70	0.21	0.21	0.07	0.06	0.25	0.06	0.04	0.70	0.70
Delay/Veh:	42.5	42.5	42.5	32.8	32.8	31.3	7.1	8.2	7.0	7.0	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:	42.5	42.5	42.5	32.8	32.8	31.3	7.1	8.2	7.0	7.0	14.4	14.4
LOS by Move:	D	D	D	C	C	C	A	A	A	A	B	B
DesignQueue:	19	19	19	5	5	2	2	7	2	1	22	22

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3909: Seventh St and Taylor St



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	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: 10 Sep 2013 << 7:15-8:15AM												
Base Vol:	33	114	8	19	52	34	70	309	13	19	763	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:	33	114	8	19	52	34	70	309	13	19	763	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	9	24	2	3	15	0	7	96	7	3	98	12
Initial Fut:	42	138	10	22	67	34	77	405	20	22	861	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	138	10	22	67	34	77	405	20	22	861	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	138	10	22	67	34	77	405	20	22	861	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	138	10	22	67	34	77	405	20	22	861	75

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	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.22	0.73	0.05	0.25	0.75	1.00	1.00	1.00	1.00	1.00	0.92	0.08
Final Sat.:	387	1271	92	445	1355	1750	1750	1900	1750	1750	1656	144

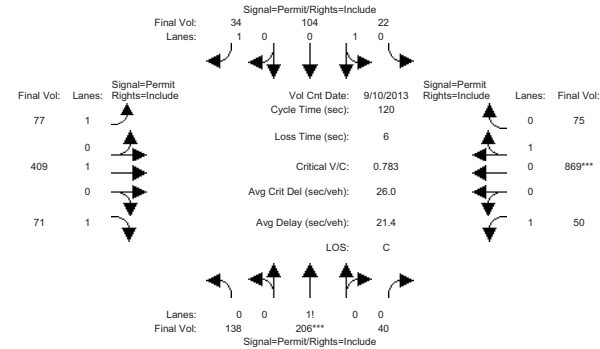
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.05	0.05	0.02	0.04	0.21	0.01	0.01	0.52	0.52
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.7	19.7	19.7	19.7	19.7	19.7	94.3	94.3	94.3	94.3	94.3	94.3
Volume/Cap:	0.66	0.66	0.66	0.30	0.30	0.12	0.06	0.27	0.01	0.02	0.66	0.66
Delay/Veh:	52.7	52.7	52.7	44.7	44.7	42.9	2.9	3.6	2.8	2.8	6.9	6.9
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:	52.7	52.7	52.7	44.7	44.7	42.9	2.9	3.6	2.8	2.8	6.9	6.9
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
DesignQueue:	12	12	12	5	5	2	1	6	0	0	16	16

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj AM

Intersection #3909: Seventh St and Taylor St



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	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: 10 Sep 2013 << 7:15-8:15AM												
Base Vol:	33	114	8	19	52	34	70	309	13	19	763	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:	33	114	8	19	52	34	70	309	13	19	763	63
Added Vol:	96	68	30	0	37	0	0	4	51	28	8	0
ATI:	9	24	2	3	15	0	7	96	7	3	98	12
Initial Fut:	138	206	40	22	104	34	77	409	71	50	869	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	206	40	22	104	34	77	409	71	50	869	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	206	40	22	104	34	77	409	71	50	869	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	206	40	22	104	34	77	409	71	50	869	75

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	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.36	0.54	0.10	0.17	0.83	1.00	1.00	1.00	1.00	1.00	0.92	0.08
Final Sat.:	629	939	182	314	1486	1750	1750	1900	1750	1750	1657	143

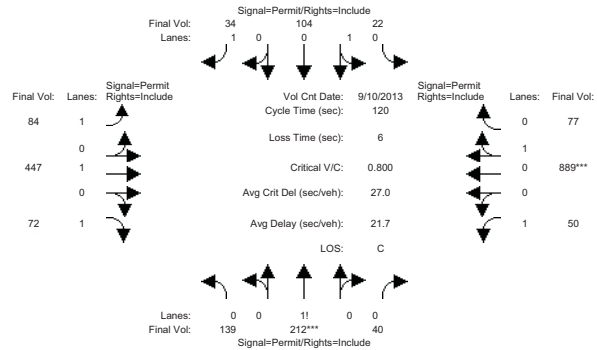
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.07	0.07	0.02	0.04	0.22	0.04	0.03	0.52	0.52
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	33.6	33.6	33.6	33.6	33.6	33.6	80.4	80.4	80.4	80.4	80.4	80.4
Volume/Cap:	0.78	0.78	0.78	0.25	0.25	0.07	0.07	0.32	0.06	0.04	0.78	0.78
Delay/Veh:	47.9	47.9	47.9	33.7	33.7	31.8	6.9	8.5	6.8	6.8	17.2	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:	47.9	47.9	47.9	33.7	33.7	31.8	6.9	8.5	6.8	6.8	17.2	17.2
LOS by Move:	D	D	D	C	C	C	A	A	A	A	B	B
DesignQueue:	21	21	21	6	6	2	2	9	2	1	25	25

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #3909: Seventh St and Taylor St



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	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:	10 Sep 2013	<<	7:15-8:15AM						
Base Vol:	33	114	8	19	52	34	70	309	13	19	763	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:	33	114	8	19	52	34	70	309	13	19	763	63
Added Vol:	96	68	30	0	37	0	0	4	51	28	8	0
ATI+CumTrip:	10	30	2	3	15	0	14	134	8	3	118	14
Initial Fut:	139	212	40	22	104	34	84	447	72	50	889	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	212	40	22	104	34	84	447	72	50	889	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	212	40	22	104	34	84	447	72	50	889	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	212	40	22	104	34	84	447	72	50	889	77

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	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.36	0.54	0.10	0.17	0.83	1.00	1.00	1.00	1.00	1.00	0.92	0.08
Final Sat.:	622	949	179	314	1486	1750	1750	1900	1750	1750	1657	143

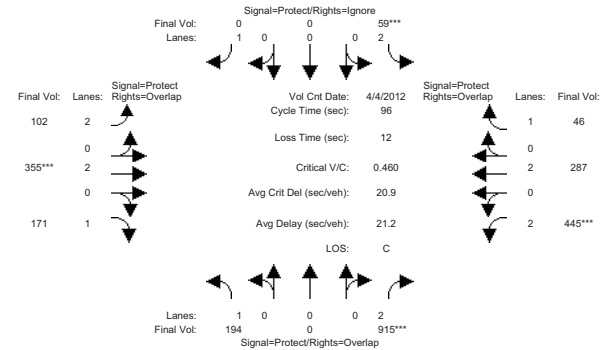
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.07	0.07	0.02	0.05	0.24	0.04	0.03	0.54	0.54
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	33.5	33.5	33.5	33.5	33.5	33.5	80.5	80.5	80.5	80.5	80.5	80.5
Volume/Cap:	0.80	0.80	0.80	0.25	0.25	0.07	0.07	0.35	0.06	0.04	0.80	0.80
Delay/Veh:	49.2	49.2	49.2	33.8	33.8	31.8	6.9	8.7	6.8	6.7	17.9	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:	49.2	49.2	49.2	33.8	33.8	31.8	6.9	8.7	6.8	6.7	17.9	17.9
LOS by Move:	D	D	D	C	C	C	A	A	A	A	B	B
DesignQueue:	21	21	21	6	6	2	2	10	2	1	25	25

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #4038: SR 87 and Taylor St *



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

Volume Module:	>>	Count	Date:	4 Apr 2012	<<	7:15-8:15AM						
Base Vol:	194	0	915	59	0	23	102	355	171	445	287	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	0	915	59	0	23	102	355	171	445	287	46
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:	194	0	915	59	0	23	102	355	171	445	287	46
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	0	915	59	0	0	102	355	171	445	287	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	0	915	59	0	0	102	355	171	445	287	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	0	915	59	0	0	102	355	171	445	287	46

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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750

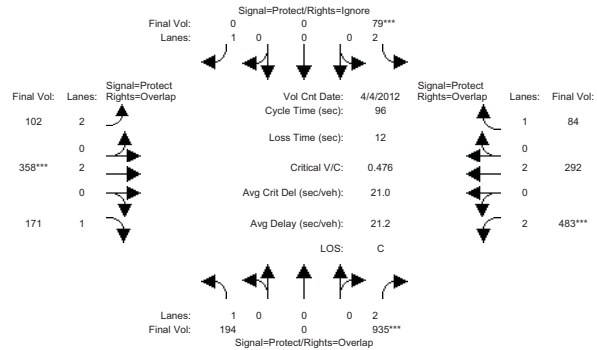
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.29	0.02	0.00	0.00	0.03	0.09	0.10	0.14	0.08	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	36.9	0.0	58.3	7.0	0.0	0.0	19.4	18.7	55.7	28.3	27.7	34.7
Volume/Cap:	0.29	0.00	0.48	0.26	0.00	0.00	0.16	0.48	0.17	0.48	0.26	0.07
Delay/Veh:	20.7	0.0	10.6	42.6	0.0	0.0	31.7	34.8	9.5	28.2	26.4	20.2
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:	20.7	0.0	10.6	42.6	0.0	0.0	31.7	34.8	9.5	28.2	26.4	20.2
LOS by Move:	C	A	B	D	A	A	C	C	A	C	C	C
DesignQueue:	7	0	12	2	0	0	3	8	4	10	6	2

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj AM

Intersection #4038: SR 87 and Taylor St *



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

Volume Module:	>>	Count	Date:	4 Apr 2012	<<	7:15-8:15AM						
Base Vol:	194	0	915	59	0	23	102	355	171	445	287	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	0	915	59	0	23	102	355	171	445	287	46
Added Vol:	0	0	20	20	0	0	0	3	0	38	5	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	0	935	79	0	23	102	358	171	483	292	84
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	0	935	79	0	0	102	358	171	483	292	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	0	935	79	0	0	102	358	171	483	292	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	0	935	79	0	0	102	358	171	483	292	84

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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750

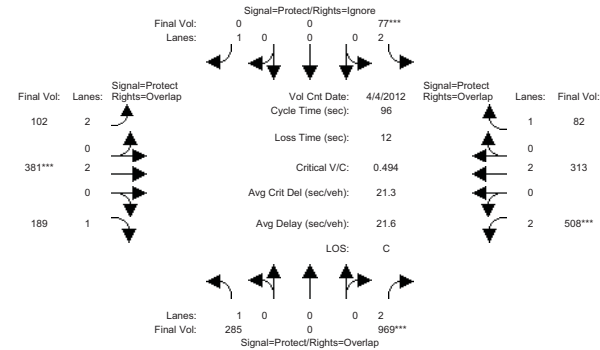
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.30	0.03	0.00	0.00	0.03	0.09	0.10	0.15	0.08	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	35.3	0.0	58.4	7.0	0.0	0.0	20.1	18.6	53.8	30.2	28.7	35.7
Volume/Cap:	0.30	0.00	0.49	0.34	0.00	0.00	0.15	0.49	0.17	0.49	0.26	0.13
Delay/Veh:	21.9	0.0	10.6	43.2	0.0	0.0	31.1	35.0	10.4	27.0	25.7	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:	21.9	0.0	10.6	43.2	0.0	0.0	31.1	35.0	10.4	27.0	25.7	20.0
LOS by Move:	C	A	B	D	A	A	C	D	B	C	C	C
DesignQueue:	7	0	13	2	0	0	3	8	4	11	6	3

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #4038: SR 87 and Taylor St *



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

Volume Module:	>>	Count	Date:	4 Apr 2012	<<	7:15-8:15AM						
Base Vol:	194	0	915	59	0	23	102	355	171	445	287	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	0	915	59	0	23	102	355	171	445	287	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	91	0	54	18	0	0	0	26	18	63	26	36
Initial Fut:	285	0	969	77	0	23	102	381	189	508	313	82
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	0	969	77	0	0	102	381	189	508	313	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	0	969	77	0	0	102	381	189	508	313	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	0	969	77	0	0	102	381	189	508	313	82

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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750

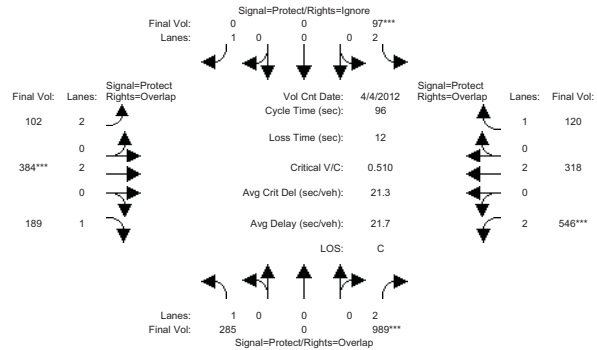
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.31	0.02	0.00	0.00	0.03	0.10	0.11	0.16	0.08	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	34.6	0.0	58.1	7.0	0.0	0.0	20.3	18.9	53.6	30.4	29.0	36.0
Volume/Cap:	0.45	0.00	0.51	0.34	0.00	0.00	0.15	0.51	0.19	0.51	0.27	0.12
Delay/Veh:	23.9	0.0	11.0	43.2	0.0	0.0	30.9	35.0	10.6	27.1	25.6	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:	23.9	0.0	11.0	43.2	0.0	0.0	30.9	35.0	10.6	27.1	25.6	19.7
LOS by Move:	C	A	B	D	A	A	C	C	B	C	C	B
DesignQueue:	11	0	13	2	0	0	3	8	5	12	6	3

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj AM

Intersection #4038: SR 87 and Taylor St *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 4 Apr 2012 << 7:15-8:15AM											
Base Vol:	194	0	915	59	0	23	102	355	171	445	287	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	0	915	59	0	23	102	355	171	445	287	46
Added Vol:	0	0	20	20	0	0	0	3	0	38	5	38
ATI:	91	0	54	18	0	0	0	26	18	63	26	36
Initial Fut:	285	0	989	97	0	23	102	384	189	546	318	120
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	0	989	97	0	0	102	384	189	546	318	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	0	989	97	0	0	102	384	189	546	318	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	0	989	97	0	0	102	384	189	546	318	120

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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750

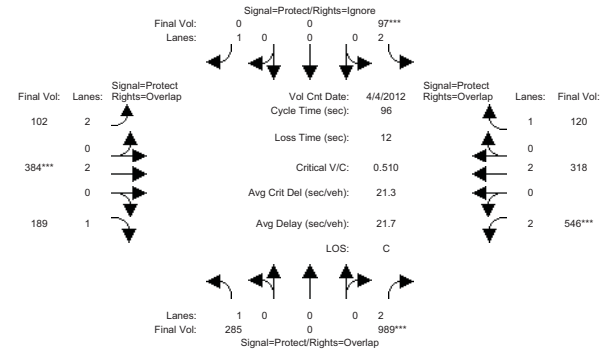
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.31	0.03	0.00	0.00	0.03	0.10	0.11	0.17	0.08	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	33.1	0.0	58.3	7.0	0.0	0.0	21.0	18.7	51.8	32.2	29.9	36.9
Volume/Cap:	0.47	0.00	0.52	0.42	0.00	0.00	0.15	0.52	0.20	0.52	0.27	0.18
Delay/Veh:	25.2	0.0	11.1	43.8	0.0	0.0	30.4	35.2	11.5	26.1	24.9	19.6
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:	25.2	0.0	11.1	43.8	0.0	0.0	30.4	35.2	11.5	26.1	24.9	19.6
LOS by Move:	C	A	B	D	A	A	C	D	B	C	C	B
DesignQueue:	11	0	13	3	0	0	3	8	5	12	6	4

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative AM

Intersection #4038: SR 87 and Taylor St *



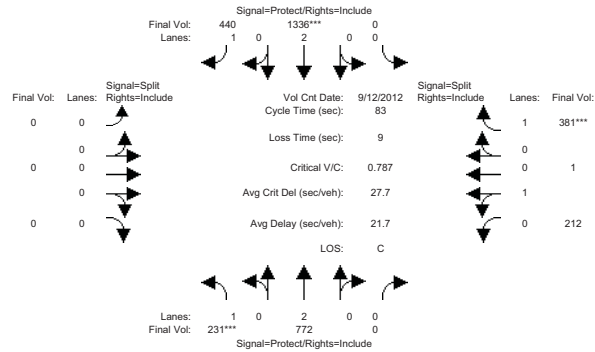
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 4 Apr 2012 << 7:15-8:15AM											
Base Vol:	194	0	915	59	0	23	102	355	171	445	287	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	0	915	59	0	23	102	355	171	445	287	46
Added Vol:	0	0	20	20	0	0	0	3	0	38	5	38
ATI+CumTrip:	91	0	54	18	0	0	0	26	18	63	26	36
Initial Fut:	285	0	989	97	0	23	102	384	189	546	318	120
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	0	989	97	0	0	102	384	189	546	318	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	0	989	97	0	0	102	384	189	546	318	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	0	989	97	0	0	102	384	189	546	318	120

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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.31	0.03	0.00	0.00	0.03	0.10	0.11	0.17	0.08	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	33.1	0.0	58.3	7.0	0.0	0.0	21.0	18.7	51.8	32.2	29.9	36.9
Volume/Cap:	0.47	0.00	0.52	0.42	0.00	0.00	0.15	0.52	0.20	0.52	0.27	0.18
Delay/Veh:	25.2	0.0	11.1	43.8	0.0	0.0	30.4	35.2	11.5	26.1	24.9	19.6
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:	25.2	0.0	11.1	43.8	0.0	0.0	30.4	35.2	11.5	26.1	24.9	19.6
LOS by Move:	C	A	B	D	A	A	C	D	B	C	C	B
DesignQueue:	11	0	13	3	0	0	3	8	5	12	6	4

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

Intersection #3021: Oakland Rd and US 101 North Ramps *



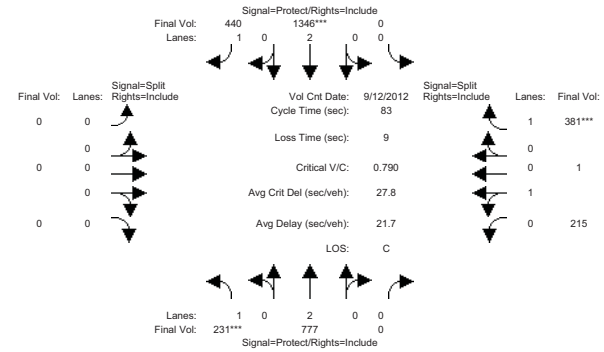
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2012 << 4:15-5:15PM												
Base Vol:	231	772	0	0	1336	440	0	0	0	212	1	381
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	772	0	0	1336	440	0	0	0	212	1	381
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:	231	772	0	0	1336	440	0	0	0	212	1	381
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	772	0	0	1336	440	0	0	0	212	1	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	772	0	0	1336	440	0	0	0	212	1	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	772	0	0	1336	440	0	0	0	212	1	381

Saturation 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	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1792	8	1750

Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.00	0.00	0.35	0.25	0.00	0.00	0.00	0.12	0.12	0.22
Crit Moves:	****			****								****
Green Time:	13.9	51.0	0.0	0.0	37.1	37.1	0.0	0.0	0.0	23.0	23.0	23.0
Volume/Cap:	0.79	0.33	0.00	0.00	0.79	0.56	0.00	0.00	0.00	0.43	0.43	0.79
Delay/Veh:	46.3	7.8	0.0	0.0	22.1	17.9	0.0	0.0	0.0	25.2	25.2	36.1
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:	46.3	7.8	0.0	0.0	22.1	17.9	0.0	0.0	0.0	25.2	25.2	36.1
LOS by Move:	D	A	A	A	C	B	A	A	A	C	C	D
DesignQueue:	10	7	0	0	18	13	0	0	0	8	8	14

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

Intersection #3021: Oakland Rd and US 101 North 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	0	0	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: 12 Sep 2012 << 4:15-5:15PM												
Base Vol:	231	772	0	0	1336	440	0	0	0	212	1	381
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	772	0	0	1336	440	0	0	0	212	1	381
Added Vol:	0	5	0	0	10	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	777	0	0	1346	440	0	0	0	215	1	381
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	777	0	0	1346	440	0	0	0	215	1	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	777	0	0	1346	440	0	0	0	215	1	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	777	0	0	1346	440	0	0	0	215	1	381

Saturation 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	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1792	8	1750

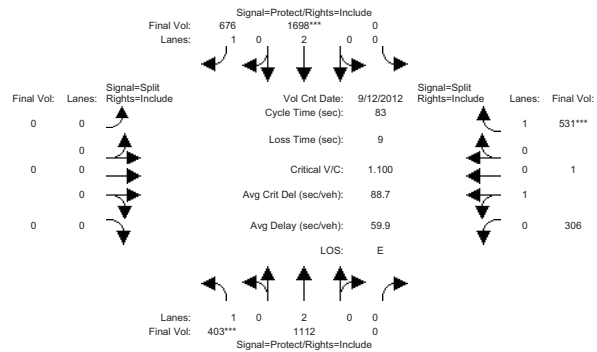
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.00	0.00	0.35	0.25	0.00	0.00	0.00	0.12	0.12	0.22
Crit Moves:	****			****								****
Green Time:	13.9	51.1	0.0	0.0	37.2	37.2	0.0	0.0	0.0	22.9	22.9	22.9
Volume/Cap:	0.79	0.33	0.00	0.00	0.79	0.56	0.00	0.00	0.00	0.44	0.44	0.79
Delay/Veh:	46.6	7.8	0.0	0.0	22.1	17.8	0.0	0.0	0.0	25.4	25.4	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:	46.6	7.8	0.0	0.0	22.1	17.8	0.0	0.0	0.0	25.4	25.4	36.4
LOS by Move:	D	A	A	A	C	B	A	A	A	C	C	D
DesignQueue:	10	7	0	0	18	13	0	0	0	8	8	14

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3021: Oakland Rd and US 101 North 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	0	0	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: 12 Sep 2012 << 4:15-5:15PM												
Base Vol:	231	772	0	0	1336	440	0	0	0	212	1	381
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	772	0	0	1336	440	0	0	0	212	1	381
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	172	340	0	0	362	236	0	0	0	94	0	150
Initial Fut:	403	1112	0	0	1698	676	0	0	0	306	1	531
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	1112	0	0	1698	676	0	0	0	306	1	531
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	1112	0	0	1698	676	0	0	0	306	1	531
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	403	1112	0	0	1698	676	0	0	0	306	1	531

Saturation 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	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1794	6	1750

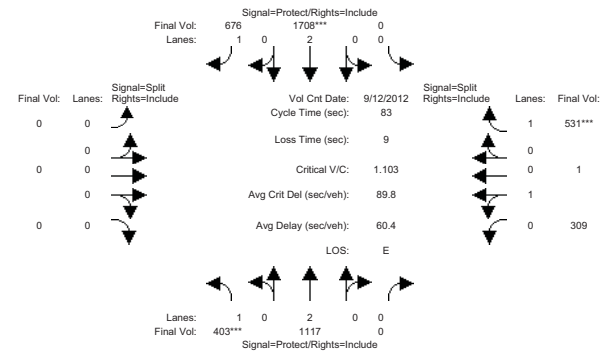
Capacity Analysis Module:												
Vol/Sat:	0.23	0.29	0.00	0.00	0.45	0.39	0.00	0.00	0.00	0.17	0.17	0.30
Crit Moves:	****			****						****		
Green Time:	17.4	51.1	0.0	0.0	33.7	33.7	0.0	0.0	0.0	22.9	22.9	22.9
Volume/Cap:	1.10	0.48	0.00	0.00	1.10	0.95	0.00	0.00	0.00	0.62	0.62	1.10
Delay/Veh:	109.4	8.8	0.0	0.0	80.0	46.2	0.0	0.0	0.0	28.6	28.6	101.0
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:	109.4	8.8	0.0	0.0	80.0	46.2	0.0	0.0	0.0	28.6	28.6	101.0
LOS by Move:	F	A	A	A	E	D	A	A	A	C	C	F
DesignQueue:	17	11	0	0	26	22	0	0	0	11	11	21

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj PM

Intersection #3021: Oakland Rd and US 101 North 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	0	0	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: 12 Sep 2012 << 4:15-5:15PM												
Base Vol:	231	772	0	0	1336	440	0	0	0	212	1	381
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	772	0	0	1336	440	0	0	0	212	1	381
Added Vol:	0	5	0	0	10	0	0	0	0	3	0	0
ATI:	172	340	0	0	362	236	0	0	0	94	0	150
Initial Fut:	403	1117	0	0	1708	676	0	0	0	309	1	531
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	1117	0	0	1708	676	0	0	0	309	1	531
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	1117	0	0	1708	676	0	0	0	309	1	531
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	403	1117	0	0	1708	676	0	0	0	309	1	531

Saturation 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	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1794	6	1750

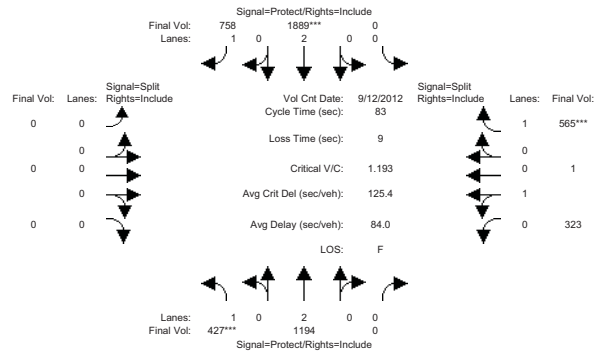
Capacity Analysis Module:												
Vol/Sat:	0.23	0.29	0.00	0.00	0.45	0.39	0.00	0.00	0.00	0.17	0.17	0.30
Crit Moves:	****			****						****		
Green Time:	17.3	51.2	0.0	0.0	33.8	33.8	0.0	0.0	0.0	22.8	22.8	22.8
Volume/Cap:	1.10	0.48	0.00	0.00	1.10	0.95	0.00	0.00	0.00	0.63	0.63	1.10
Delay/Veh:	110.5	8.8	0.0	0.0	81.0	45.5	0.0	0.0	0.0	28.9	28.9	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:	110.5	8.8	0.0	0.0	81.0	45.5	0.0	0.0	0.0	28.9	28.9	102.1
LOS by Move:	F	A	A	A	F	D	A	A	A	C	C	F
DesignQueue:	17	11	0	0	26	22	0	0	0	11	11	21

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3021: Oakland Rd and US 101 North 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	0		0	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: 12 Sep 2012 << 4:15-5:15PM																
Base Vol:	231	772	0		0	1336	440		0	0	0		212	1	381	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	231	772	0		0	1336	440		0	0	0		212	1	381	
Added Vol:	0	5	0		0	10	0		0	0	0		3	0	0	
ATI+CumTrip:	196	417	0		0	543	318		0	0	0		108	0	184	
Initial Fut:	427	1194	0		0	1889	758		0	0	0		323	1	565	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	427	1194	0		0	1889	758		0	0	0		323	1	565	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	427	1194	0		0	1889	758		0	0	0		323	1	565	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	427	1194	0		0	1889	758		0	0	0		323	1	565	

Saturation 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		0.95	0.95	0.92	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.99	0.01	1.00	
Final Sat.:	1750	3800	0		0	3800	1750		0	0	0		1794	6	1750	

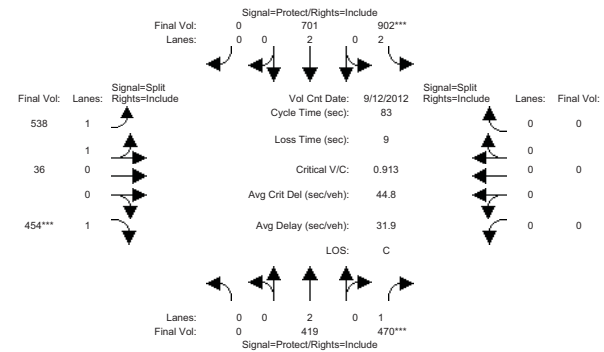
Capacity Analysis Module:																
Vol/Sat:	0.24	0.31	0.00		0.00	0.50	0.43		0.00	0.00	0.00		0.18	0.18	0.32	
Crit Moves:	****				****										****	
Green Time:	17.0	51.5	0.0		0.0	34.6	34.6		0.0	0.0	0.0		22.5	22.5	22.5	
Volume/Cap:	1.19	0.51	0.00		0.00	1.19	1.04		0.00	0.00	0.00		0.67	0.67	1.19	
Delay/Veh:	144.3	8.9	0.0		0.0	118	68.3		0.0	0.0	0.0		30.4	30.4	136.5	
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:	144.3	8.9	0.0		0.0	118	68.3		0.0	0.0	0.0		30.4	30.4	136.5	
LOS by Move:	F	A	A		A	F	E		A	A	A		C	C	F	
DesignQueue:	18	11	0		0	28	24		0	0	0		12	12	22	

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3022: Oakland Rd and US 101 South 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:	0	10	10		7	10	0		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: 12 Sep 2012 << 4:35-5:35PM																
Base Vol:	0	419	470		902	701	0		538	36	454		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	419	470		902	701	0		538	36	454		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	419	470		902	701	0		538	36	454		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	419	470		902	701	0		538	36	454		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	419	470		902	701	0		538	36	454		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	419	470		902	701	0		538	36	454		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		0.93	0.95	0.92		0.92	1.00	0.92	
Lanes:	0.00	2.00	1.00		2.00	2.00	0.00		1.88	0.12	1.00		0.00	0.00	0.00	
Final Sat.:	0	3800	1750		3150	3800	0		3327	223	1750		0	0	0	

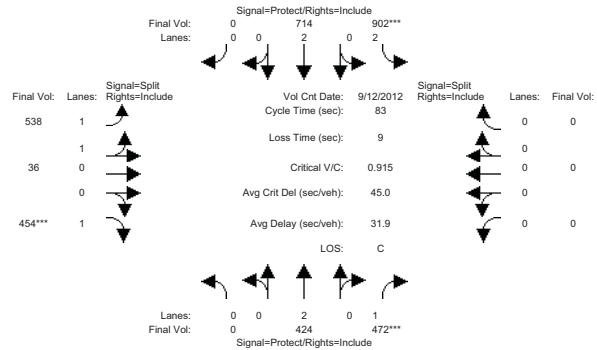
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.27		0.29	0.18	0.00		0.16	0.16	0.26		0.00	0.00	0.00	
Crit Moves:	****				****						****					
Green Time:	0.0	24.4	24.4		26.0	50.4	0.0		23.6	23.6	23.6		0.0	0.0	0.0	
Volume/Cap:	0.00	0.37	0.91		0.91	0.30	0.00		0.57	0.57	0.91		0.00	0.00	0.00	
Delay/Veh:	0.0	23.5	49.0		39.9	7.9	0.0		26.2	26.2	50.0		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	23.5	49.0		39.9	7.9	0.0		26.2	26.2	50.0		0.0	0.0	0.0	
LOS by Move:	A	C	D		D	A	A		C	C	D		A	A	A	
DesignQueue:	0	7	18		18	7	0		11	11	17		0	0	0	

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj PM

Intersection #3022: Oakland Rd and US 101 South 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:	0	10	10	7	10	0	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:	12 Sep 2012	<<	4:35-5:35PM						
Base Vol:		0	419	470	902	701	0	538	36	454	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	419	470	902	701	0	538	36	454	0	0
Added Vol:		0	5	2	0	13	0	0	0	0	0	0
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0
Initial Fut:		0	424	472	902	714	0	538	36	454	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	424	472	902	714	0	538	36	454	0	0
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		0	424	472	902	714	0	538	36	454	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	424	472	902	714	0	538	36	454	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	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.88	0.12	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3327	223	1750	0	0	0

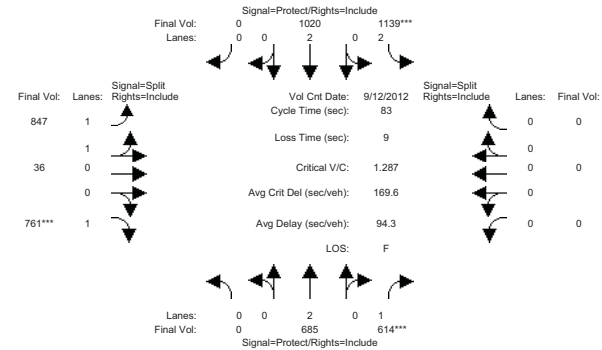
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.27	0.29	0.19	0.00	0.16	0.16	0.26	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	24.5	24.5	26.0	50.5	0.0	23.5	23.5	23.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.91	0.91	0.31	0.00	0.57	0.57	0.91	0.00	0.00	0.00
Delay/Veh:	0.0	23.4	49.2	40.1	7.9	0.0	26.2	26.2	50.3	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	23.4	49.2	40.1	7.9	0.0	26.2	26.2	50.3	0.0	0.0	0.0
LOS by Move:	A	C	D	D	A	A	C	C	D	A	A	A
DesignQueue:	0	7	18	18	7	0	11	11	17	0	0	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3022: Oakland Rd and US 101 South 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:	0	10	10	7	10	0	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:	12 Sep 2012	<<	4:35-5:35PM						
Base Vol:	0	419	470	902	701	0	538	36	454	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	419	470	902	701	0	538	36	454	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	266	144	237	319	0	309	0	307	0	0	0
Initial Fut:	0	685	614	1139	1020	0	847	36	761	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	685	614	1139	1020	0	847	36	761	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	685	614	1139	1020	0	847	36	761	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	685	614	1139	1020	0	847	36	761	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	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.92	0.08	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3405	145	1750	0	0	0

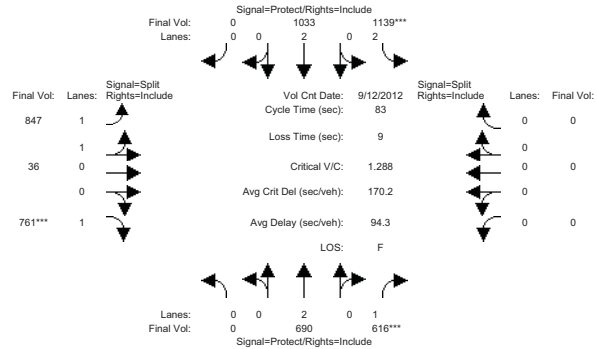
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.35	0.36	0.27	0.00	0.25	0.25	0.43	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	22.6	22.6	23.3	46.0	0.0	28.0	28.0	28.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	1.29	1.29	0.48	0.00	0.74	0.74	1.29	0.00	0.00	0.00
Delay/Veh:	0.0	28.4	174.4	167.5	11.5	0.0	26.6	26.6	169.0	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	28.4	174.4	167.5	11.5	0.0	26.6	26.6	169.0	0.0	0.0	0.0
LOS by Move:	A	C	F	F	B	A	C	C	F	A	A	A
DesignQueue:	0	12	24	25	11	0	15	15	28	0	0	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj PM

Intersection #3022: Oakland Rd and US 101 South 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:	0	10	10	7	10	0	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:	12 Sep 2012	<<	4:35-5:35PM							
Base Vol:	0	419	470	902	701	0	538	36	454	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	419	470	902	701	0	538	36	454	0	0	0
Added Vol:	0	5	2	0	13	0	0	0	0	0	0	0
ATI:	0	266	144	237	319	0	309	0	307	0	0	0
Initial Fut:	0	690	616	1139	1033	0	847	36	761	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	690	616	1139	1033	0	847	36	761	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	690	616	1139	1033	0	847	36	761	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	690	616	1139	1033	0	847	36	761	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	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.92	0.08	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3405	145	1750	0	0	0

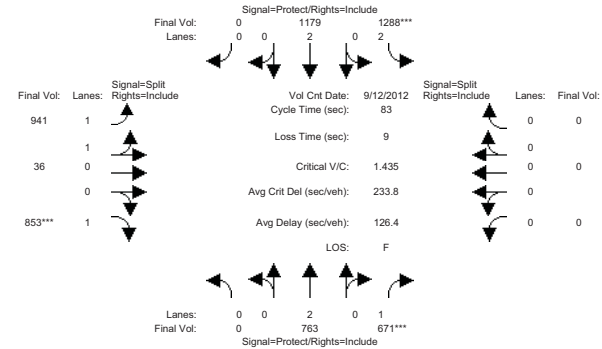
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.35	0.36	0.27	0.00	0.25	0.25	0.43	0.00	0.00	0.00
Crit Moves:	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
Green Time:	0.0	22.7	22.7	23.3	46.0	0.0	28.0	28.0	28.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	1.29	1.29	0.49	0.00	0.74	0.74	1.29	0.00	0.00	0.00
Delay/Veh:	0.0	28.4	174.9	168.0	11.5	0.0	26.7	26.7	169.6	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	28.4	174.9	168.0	11.5	0.0	26.7	26.7	169.6	0.0	0.0	0.0
LOS by Move:	A	C	F	F	B	A	C	C	F	A	A	A
DesignQueue:	0	12	24	25	11	0	15	15	28	0	0	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3022: Oakland Rd and US 101 South 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:	0	10	10	7	10	0	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:	12 Sep 2012	<<	4:35-5:35PM						
Base Vol:	0	419	470	902	701	0	538	36	454	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	419	470	902	701	0	538	36	454	0	0	0
Added Vol:	0	5	2	0	13	0	0	0	0	0	0	0
ATI+CumTrip:	0	339	199	386	465	0	403	0	399	0	0	0
Initial Fut:	0	763	671	1288	1179	0	941	36	853	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	763	671	1288	1179	0	941	36	853	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	763	671	1288	1179	0	941	36	853	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	763	671	1288	1179	0	941	36	853	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	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.93	0.07	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3419	131	1750	0	0	0

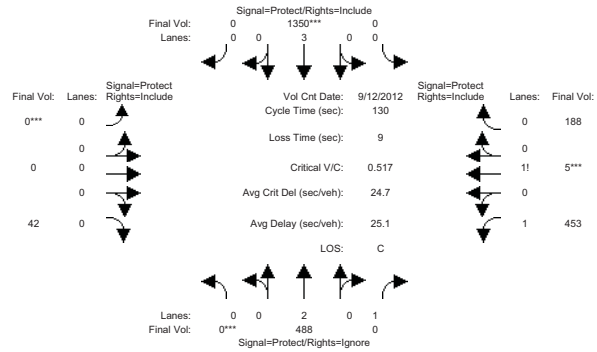
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.38	0.41	0.31	0.00	0.28	0.28	0.49	0.00	0.00	0.00
Crit Moves:	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
Green Time:	0.0	22.2	22.2	23.6	45.8	0.0	28.2	28.2	28.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.75	1.44	1.44	0.56	0.00	0.81	0.81	1.44	0.00	0.00	0.00
Delay/Veh:	0.0	31.1	238.3	232.0	12.4	0.0	29.2	29.2	232.9	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	31.1	238.3	232.0	12.4	0.0	29.2	29.2	232.9	0.0	0.0	0.0
LOS by Move:	A	C	F	F	B	A	C	C	F	A	A	A
DesignQueue:	0	13	27	28	13	0	17	17	31	0	0	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3054: First St and I-880 North 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:	0	10	10	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 12 Sep 2012 << 5:00-6:00PM											
Base Vol:	0	488	216	0	1350	2	0	0	42	453	5	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:	0	488	216	0	1350	2	0	0	42	453	5	188
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	488	216	0	1350	2	0	0	42	453	5	188
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	488	0	0	1350	0	0	0	42	453	5	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	488	0	0	1350	0	0	0	42	453	5	188
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	488	0	0	1350	0	0	0	42	453	5	188

Saturation 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	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.54	0.01	0.45
Final Sat.:	0	3800	1750	0	5600	0	0	0	1750	2695	21	784

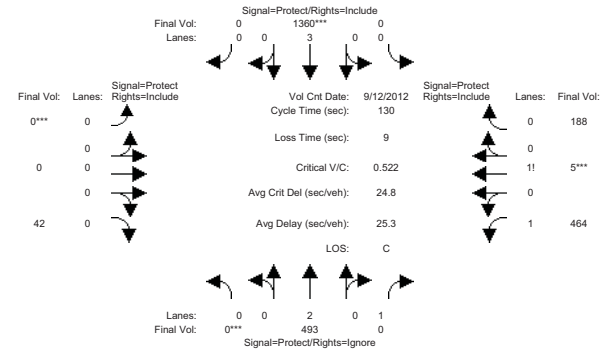
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.24	0.00	0.00	0.00	0.02	0.17	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	60.7	0.0	0.0	60.7	0.0	0.0	0.0	7.5	52.8	60.3	60.3
Volume/Cap:	0.00	0.28	0.00	0.00	0.52	0.00	0.00	0.00	0.41	0.41	0.52	0.52
Delay/Veh:	0.0	21.3	0.0	0.0	24.5	0.0	0.0	0.0	61.8	27.7	24.9	24.9
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	21.3	0.0	0.0	24.5	0.0	0.0	0.0	61.8	27.7	24.9	24.9
LOS by Move:	A	C	A	A	C	A	A	A	E	C	C	C
DesignQueue:	0	10	0	0	19	0	0	0	3	14	19	19

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj PM

Intersection #3054: First St and I-880 North 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:	0	10	10	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 12 Sep 2012 << 5:00-6:00PM											
Base Vol:	0	488	216	0	1350	2	0	0	42	453	5	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:	0	488	216	0	1350	2	0	0	42	453	5	188
Added Vol:	0	5	12	0	10	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	493	228	0	1360	2	0	0	42	464	5	188
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	493	0	0	1360	0	0	0	42	464	5	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	493	0	0	1360	0	0	0	42	464	5	188
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	493	0	0	1360	0	0	0	42	464	5	188

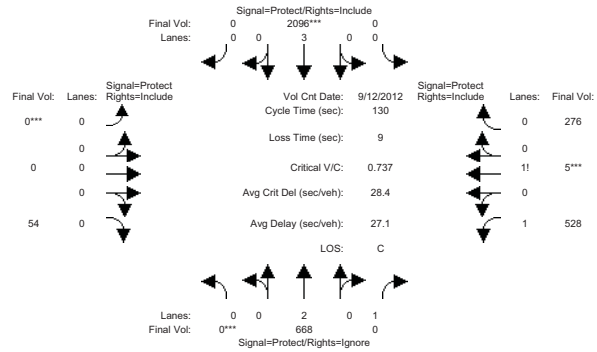
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.55	0.01	0.44
Final Sat.:	0	3800	1750	0	5600	0	0	0	1750	2705	21	774

Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.24	0.00	0.00	0.00	0.02	0.17	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	60.5	0.0	0.0	60.5	0.0	0.0	0.0	7.4	53.1	60.5	60.5
Volume/Cap:	0.00	0.28	0.00	0.00	0.52	0.00	0.00	0.00	0.42	0.42	0.52	0.52
Delay/Veh:	0.0	21.4	0.0	0.0	24.7	0.0	0.0	0.0	62.0	27.7	24.9	24.9
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	0.0	24.7	0.0	0.0	0.0	62.0	27.7	24.9	24.9
LOS by Move:	A	C	A	A	C	A	A	A	E	C	C	C
DesignQueue:	0	10	0	0	19	0	0	0	3	14	19	19

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3054: First St and I-880 North Ramps *

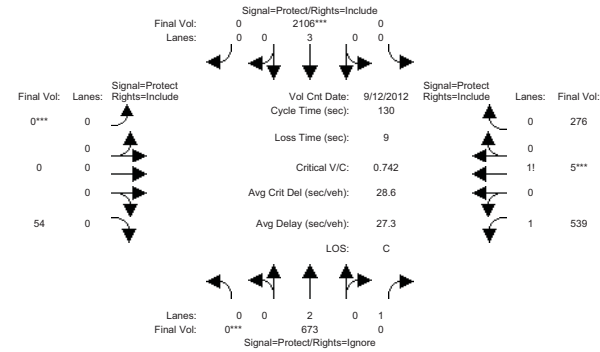


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 12 Sep 2012 << 5:00-6:00PM											
Base Vol:	0	488	216	0	1350	2	0	0	42	453	5	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:	0	488	216	0	1350	2	0	0	42	453	5	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	180	26	0	746	0	0	0	12	75	0	88
Initial Fut:	0	668	242	0	2096	2	0	0	54	528	5	276
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	668	0	0	2096	0	0	0	54	528	5	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	668	0	0	2096	0	0	0	54	528	5	276
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	668	0	0	2096	0	0	0	54	528	5	276
Saturation 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	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.48	0.01	0.51
Final Sat.:	0	3800	1750	0	5600	0	0	0	1750	2598	16	886
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.37	0.00	0.00	0.00	0.03	0.20	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	0.0	66.0	0.0	0.0	66.0	0.0	0.0	0.0	7.2	47.7	55.0	55.0
Volume/Cap:	0.00	0.35	0.00	0.00	0.74	0.00	0.00	0.00	0.55	0.55	0.74	0.74
Delay/Veh:	0.0	19.2	0.0	0.0	26.2	0.0	0.0	0.0	66.6	33.2	34.1	34.1
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	19.2	0.0	0.0	26.2	0.0	0.0	0.0	66.6	33.2	34.1	34.1
LOS by Move:	A	B	A	A	C	A	A	A	E	C	C	C
DesignQueue:	0	12	0	0	27	0	0	0	4	18	26	26

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj PM

Intersection #3054: First St and I-880 North Ramps *



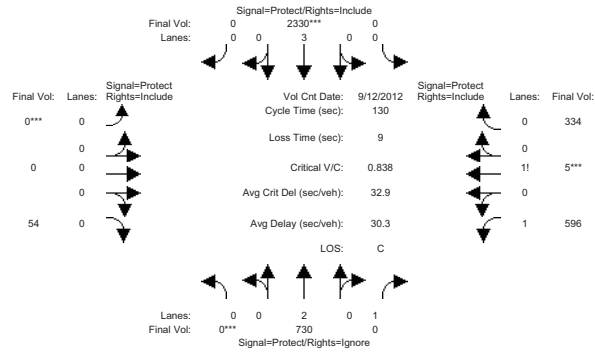
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 12 Sep 2012 << 5:00-6:00PM											
Base Vol:	0	488	216	0	1350	2	0	0	42	453	5	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:	0	488	216	0	1350	2	0	0	42	453	5	188
Added Vol:	0	5	12	0	10	0	0	0	0	11	0	0
ATI:	0	180	26	0	746	0	0	0	12	75	0	88
Initial Fut:	0	673	254	0	2106	2	0	0	54	539	5	276
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	673	0	0	2106	0	0	0	54	539	5	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	673	0	0	2106	0	0	0	54	539	5	276
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	673	0	0	2106	0	0	0	54	539	5	276
Saturation 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	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.49	0.01	0.50
Final Sat.:	0	3800	1750	0	5600	0	0	0	1750	2607	16	877
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.38	0.00	0.00	0.00	0.03	0.21	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	0.0	65.9	0.0	0.0	65.9	0.0	0.0	0.0	7.2	48.0	55.1	55.1
Volume/Cap:	0.00	0.35	0.00	0.00	0.74	0.00	0.00	0.00	0.56	0.56	0.74	0.74
Delay/Veh:	0.0	19.3	0.0	0.0	26.4	0.0	0.0	0.0	67.2	33.1	34.2	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:	0.0	19.3	0.0	0.0	26.4	0.0	0.0	0.0	67.2	33.1	34.2	34.2
LOS by Move:	A	B	A	A	C	A	A	A	E	C	C	C
DesignQueue:	0	12	0	0	28	0	0	0	4	19	27	27

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3054: First St and I-880 North 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:	0	10	10	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 12 Sep 2012 << 5:00-6:00PM											
Base Vol:	0	488	216	0	1350	2	0	0	42	453	5	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:	0	488	216	0	1350	2	0	0	42	453	5	188
Added Vol:	0	5	12	0	10	0	0	0	0	11	0	0
ATI+CumTrip:	0	237	51	0	970	0	0	0	12	132	0	146
Initial Fut:	0	730	279	0	2330	2	0	0	54	596	5	334
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	730	0	0	2330	0	0	0	54	596	5	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	730	0	0	2330	0	0	0	54	596	5	334
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	730	0	0	2330	0	0	0	54	596	5	334

Saturation 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	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.47	0.01	0.52
Final Sat.:	0	3800	1750	0	5600	0	0	0	1750	2569	14	918

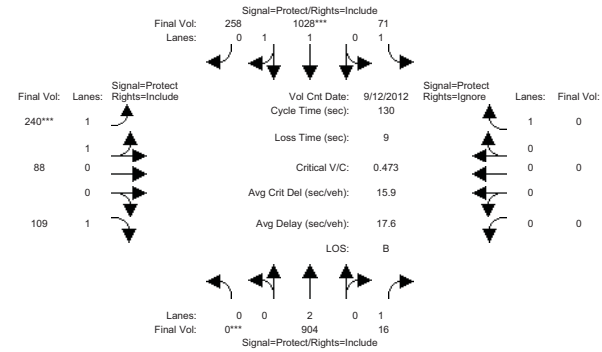
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.42	0.00	0.00	0.00	0.03	0.23	0.36	0.36
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	64.5	0.0	0.0	64.5	0.0	0.0	0.0	6.6	49.8	56.5	56.5
Volume/Cap:	0.00	0.39	0.00	0.00	0.84	0.00	0.00	0.00	0.61	0.61	0.84	0.84
Delay/Veh:	0.0	20.5	0.0	0.0	30.6	0.0	0.0	0.0	71.7	32.9	38.4	38.4
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	20.5	0.0	0.0	30.6	0.0	0.0	0.0	71.7	32.9	38.4	38.4
LOS by Move:	A	C	A	A	C	A	A	E	C	D	D	D
DesignQueue:	0	14	0	0	32	0	0	0	4	21	31	31

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3055: First St and I-880 South 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:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 12 Sep 2012 << 5:00-6:00PM											
Base Vol:	0	904	16	71	1028	258	240	88	109	0	0	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:	0	904	16	71	1028	258	240	88	109	0	0	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:	0	904	16	71	1028	258	240	88	109	0	0	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	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	904	16	71	1028	258	240	88	109	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	904	16	71	1028	258	240	88	109	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	904	16	71	1028	258	240	88	109	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	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.59	0.41	1.47	0.53	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	2957	742	2597	952	1750	0	0	1750

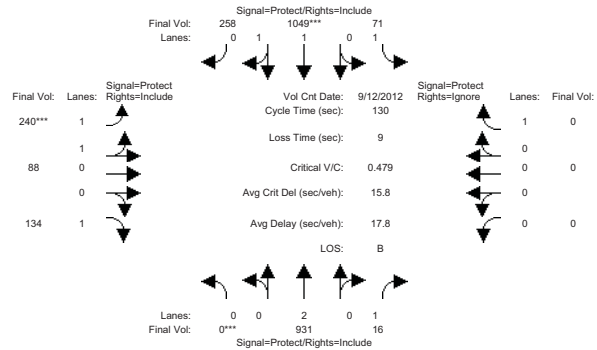
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.01	0.04	0.35	0.35	0.09	0.09	0.06	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	77.9	77.9	17.6	95.6	95.6	25.4	25.4	25.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.40	0.02	0.30	0.47	0.47	0.47	0.47	0.32	0.00	0.00	0.00
Delay/Veh:	0.0	14.2	10.5	53.8	7.6	7.6	48.7	48.7	47.3	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	14.2	10.5	53.8	7.6	7.6	48.7	48.7	47.3	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	D	D	D	A	A	A
DesignQueue:	0	14	1	5	14	14	10	10	7	0	0	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj PM

Intersection #3055: First St and I-880 South 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:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >>	Count	Date: 12 Sep 2012	<<	5:00-6:00PM								
Base Vol:	0	904	16	71	1028	258	240	88	109	0	0	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:	0	904	16	71	1028	258	240	88	109	0	0	139
Added Vol:	0	27	0	0	21	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	931	16	71	1049	258	240	88	134	0	0	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	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	931	16	71	1049	258	240	88	134	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	931	16	71	1049	258	240	88	134	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	931	16	71	1049	258	240	88	134	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	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.59	0.41	1.47	0.53	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	2969	730	2597	952	1750	0	0	1750

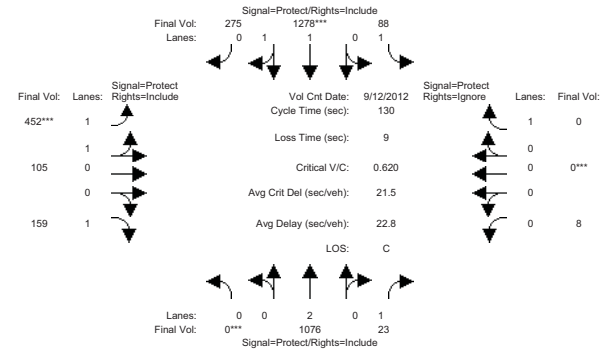
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.01	0.04	0.35	0.35	0.09	0.09	0.08	0.00	0.00	0.00
Crit Moves:	****			****		****						
Green Time:	0.0	78.6	78.6	17.3	95.9	95.9	25.1	25.1	25.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.02	0.31	0.48	0.48	0.48	0.48	0.40	0.00	0.00	0.00
Delay/Veh:	0.0	14.0	10.3	54.3	7.5	7.5	49.0	49.0	49.3	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	14.0	10.3	54.3	7.5	7.5	49.0	49.0	49.3	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	D	D	D	A	A	A
DesignQueue:	0	14	0	5	14	14	10	10	9	0	0	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3055: First St and I-880 South 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:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	12 Sep 2012	<<	5:00-6:00PM						
Base Vol:	0	904	16	71	1028	258	240	88	109	0	0	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:	0	904	16	71	1028	258	240	88	109	0	0	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	172	7	17	250	17	212	17	50	8	0	23
Initial Fut:	0	1076	23	88	1278	275	452	105	159	8	0	162
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	1076	23	88	1278	275	452	105	159	8	0	0
Reducd Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1076	23	88	1278	275	452	105	159	8	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1076	23	88	1278	275	452	105	159	8	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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	1.00	1.64	0.36	1.63	0.37	1.00	1.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3044	655	2881	669	1750	1750	0	0

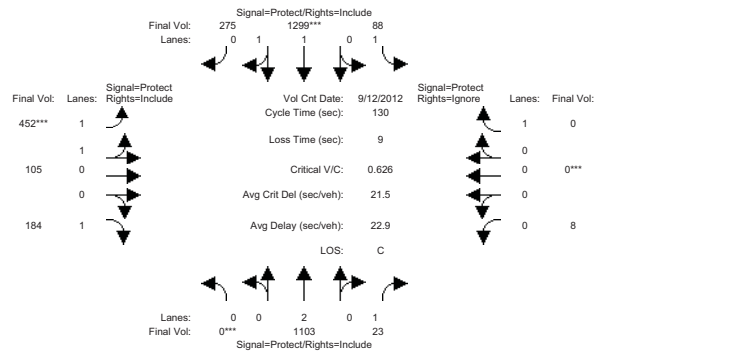
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.01	0.05	0.42	0.42	0.16	0.16	0.09	0.00	0.00	0.00
Crit Moves:	****			****		****						
Green Time:	0.0	74.0	74.0	14.1	88.1	88.1	32.9	32.0	32.0	0.9	0.0	0.0
Volume/Cap:	0.00	0.50	0.02	0.46	0.62	0.62	0.62	0.64	0.37	0.64	0.00	0.00
Delay/Veh:	0.0	17.6	12.3	62.4	12.8	12.8	46.2	47.4	43.1	201.5	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	17.6	12.3	62.4	12.8	12.8	46.2	47.4	43.1	201.5	0.0	0.0
LOS by Move:	A	B	B	E	B	B	D	D	D	F	A	A
DesignQueue:	0	18	1	6	20	20	17	17	10	1	0	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj PM

Intersection #3055: First St and I-880 South 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:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >>	Count	Date:	12 Sep 2012	<<	5:00-6:00PM							
Base Vol:	0	904	16	71	1028	258	240	88	109	0	0	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:	0	904	16	71	1028	258	240	88	109	0	0	139
Added Vol:	0	27	0	0	21	0	0	0	25	0	0	0
ATI:	0	172	7	17	250	17	212	17	50	8	0	23
Initial Fut:	0	1103	23	88	1299	275	452	105	184	8	0	162
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	1103	23	88	1299	275	452	105	184	8	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1103	23	88	1299	275	452	105	184	8	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1103	23	88	1299	275	452	105	184	8	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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	1.00	1.64	0.36	1.63	0.37	1.00	1.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3053	646	2881	669	1750	1750	0	0

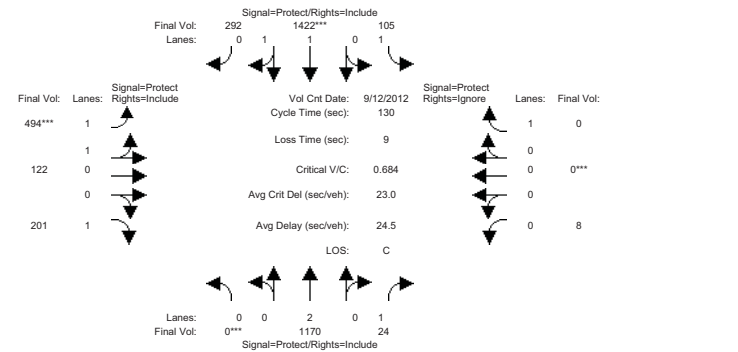
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.01	0.05	0.43	0.43	0.16	0.16	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	74.6	74.6	13.8	88.4	88.4	32.6	31.7	31.7	0.9	0.0	0.0
Volume/Cap:	0.00	0.51	0.02	0.47	0.63	0.63	0.63	0.64	0.43	0.64	0.00	0.00
Delay/Veh:	0.0	17.5	12.0	63.0	12.8	12.8	46.6	47.8	44.7	204.3	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	17.5	12.0	63.0	12.8	12.8	46.6	47.8	44.7	204.3	0.0	0.0
LOS by Move:	A	B	B	E	B	B	D	D	D	F	A	A
DesignQueue:	0	18	1	6	21	21	17	17	11	1	0	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3055: First St and I-880 South 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:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	12 Sep 2012	<<	5:00-6:00PM							
Base Vol:		0	904	16	71	1028	258	240	88	109	0	0	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	1.00
Initial Bse:		0	904	16	71	1028	258	240	88	109	0	0	139
Added Vol:		0	27	0	0	21	0	0	0	25	0	0	0
ATI+CumTrip:		0	239	8	34	373	34	254	34	67	8	0	46
Initial Fut:		0	1170	24	105	1422	292	494	122	201	8	0	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	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	1.00	0.00
PHF Volume:	0	1170	24	105	1422	292	494	122	201	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1170	24	105	1422	292	494	122	201	8	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	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	1.00	0.00
FinalVolume:	0	1170	24	105	1422	292	494	122	201	8	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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	1.00	1.65	0.35	1.61	0.39	1.00	1.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	3069	630	2847	703	1750	1750	0	0

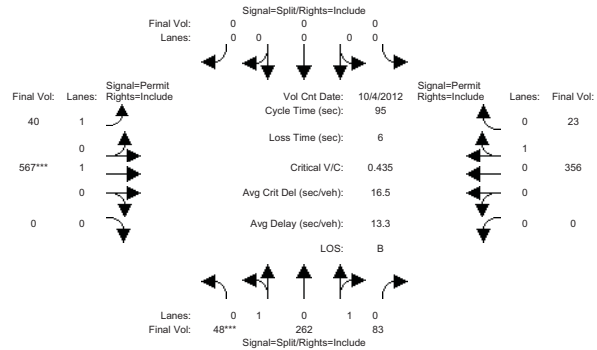
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.01	0.06	0.46	0.46	0.17	0.17	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	73.7	73.7	14.4	88.0	88.0	33.0	32.1	32.1	0.8	0.0	0.0
Volume/Cap:	0.00	0.54	0.02	0.54	0.68	0.68	0.68	0.70	0.46	0.70	0.00	0.00
Delay/Veh:	0.0	18.6	12.4	65.3	14.2	14.2	48.0	49.3	45.2	230.7	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	18.6	12.4	65.3	14.2	14.2	48.0	49.3	45.2	230.7	0.0	0.0
LOS by Move:	A	B	B	E	B	B	D	D	D	F	A	A
DesignQueue:	0	20	1	7	23	23	18	19	12	1	0	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3467: Eleventh St and Taylor St (P)



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 4 Oct 2012 << 5:00-6:00PM											
Base Vol:	48	262	83	0	0	0	40	567	0	0	356	23
Growth Adj:	1.00	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	262	83	0	0	0	40	567	0	0	356	23
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	262	83	0	0	0	40	567	0	0	356	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	262	83	0	0	0	40	567	0	0	356	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	262	83	0	0	0	40	567	0	0	356	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	262	83	0	0	0	40	567	0	0	356	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.24	1.34	0.42	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.94	0.06
Final Sat.:	440	2400	760	0	0	0	1750	1900	0	0	1691	109

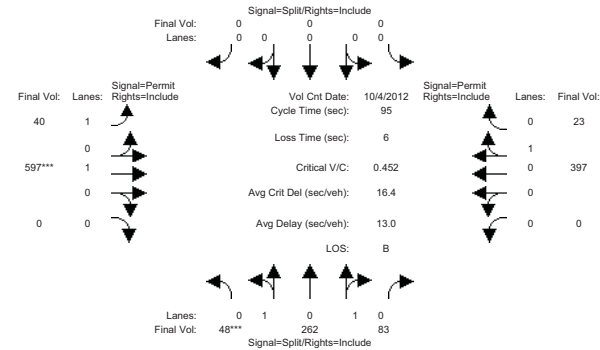
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.00	0.00	0.00	0.02	0.30	0.00	0.00	0.21	0.21
Crit Moves:	****						****					
Green Time:	23.8	23.8	23.8	0.0	0.0	0.0	65.2	65.2	0.0	0.0	65.2	65.2
Volume/Cap:	0.44	0.44	0.44	0.00	0.00	0.00	0.03	0.44	0.00	0.00	0.31	0.31
Delay/Veh:	30.3	30.3	30.3	0.0	0.0	0.0	4.8	6.9	0.0	0.0	6.1	6.1
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:	30.3	30.3	30.3	0.0	0.0	0.0	4.8	6.9	0.0	0.0	6.1	6.1
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
DesignQueue:	8	8	8	0	0	0	1	10	0	0	7	7

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj PM

Intersection #3467: Eleventh St and Taylor St (P)



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 4 Oct 2012 << 5:00-6:00PM											
Base Vol:	48	262	83	0	0	0	40	567	0	0	356	23
Growth Adj:	1.00	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	262	83	0	0	0	40	567	0	0	356	23
Added Vol:	0	0	0	0	0	0	0	30	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	262	83	0	0	0	40	597	0	0	397	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	262	83	0	0	0	40	597	0	0	397	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	262	83	0	0	0	40	597	0	0	397	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	262	83	0	0	0	40	597	0	0	397	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.24	1.34	0.42	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.95	0.05
Final Sat.:	440	2400	760	0	0	0	1750	1900	0	0	1701	99

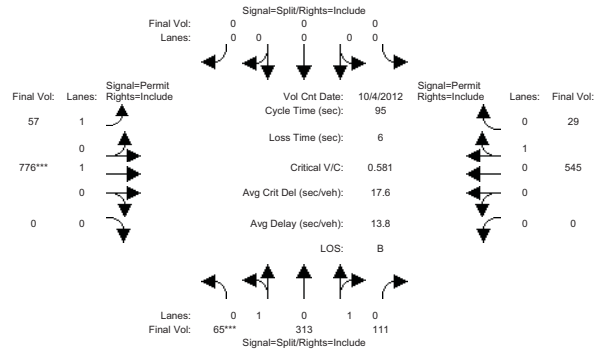
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.00	0.00	0.00	0.02	0.31	0.00	0.00	0.23	0.23
Crit Moves:	****						****					
Green Time:	22.9	22.9	22.9	0.0	0.0	0.0	66.1	66.1	0.0	0.0	66.1	66.1
Volume/Cap:	0.45	0.45	0.45	0.00	0.00	0.00	0.03	0.45	0.00	0.00	0.34	0.34
Delay/Veh:	31.0	31.0	31.0	0.0	0.0	0.0	4.5	6.7	0.0	0.0	5.9	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:	31.0	31.0	31.0	0.0	0.0	0.0	4.5	6.7	0.0	0.0	5.9	5.9
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
DesignQueue:	8	8	8	0	0	0	1	10	0	0	7	7

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3467: Eleventh St and Taylor St (P)



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 4 Oct 2012 << 5:00-6:00PM											
Base Vol:	48	262	83	0	0	0	40	567	0	0	356	23
Growth Adj:	1.00	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	262	83	0	0	0	40	567	0	0	356	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	17	51	28	0	0	0	17	209	0	0	189	6
Initial Fut:	65	313	111	0	0	0	57	776	0	0	545	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:	65	313	111	0	0	0	57	776	0	0	545	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	313	111	0	0	0	57	776	0	0	545	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:	65	313	111	0	0	0	57	776	0	0	545	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.27	1.28	0.45	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.95	0.05
Final Sat.:	479	2304	817	0	0	0	1750	1900	0	0	1709	91

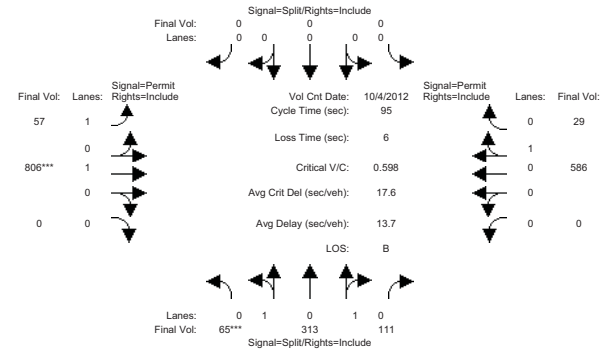
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.00	0.00	0.00	0.03	0.41	0.00	0.00	0.32	0.32
Crit Moves:	****						****					
Green Time:	22.2	22.2	22.2	0.0	0.0	0.0	66.8	66.8	0.0	0.0	66.8	66.8
Volume/Cap:	0.58	0.58	0.58	0.00	0.00	0.00	0.05	0.58	0.00	0.00	0.45	0.45
Delay/Veh:	33.3	33.3	33.3	0.0	0.0	0.0	4.3	7.7	0.0	0.0	6.4	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	33.3	33.3	0.0	0.0	0.0	4.3	7.7	0.0	0.0	6.4	6.4
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
DesignQueue:	11	11	11	0	0	0	1	13	0	0	10	10

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj PM

Intersection #3467: Eleventh St and Taylor St (P)



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 4 Oct 2012 << 5:00-6:00PM											
Base Vol:	48	262	83	0	0	0	40	567	0	0	356	23
Growth Adj:	1.00	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	262	83	0	0	0	40	567	0	0	356	23
Added Vol:	0	0	0	0	0	0	0	30	0	0	41	0
ATI:	17	51	28	0	0	0	17	209	0	0	189	6
Initial Fut:	65	313	111	0	0	0	57	806	0	0	586	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:	65	313	111	0	0	0	57	806	0	0	586	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	313	111	0	0	0	57	806	0	0	586	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:	65	313	111	0	0	0	57	806	0	0	586	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.27	1.28	0.45	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.95	0.05
Final Sat.:	479	2304	817	0	0	0	1750	1900	0	0	1715	85

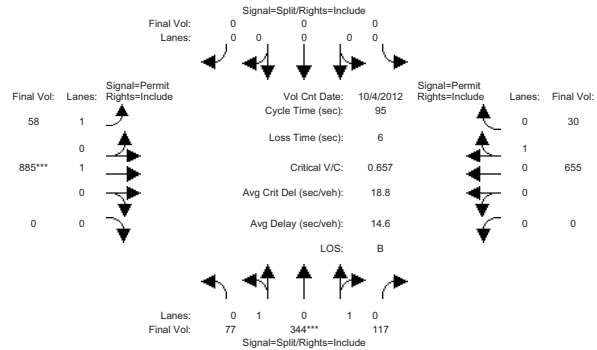
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.00	0.00	0.00	0.03	0.42	0.00	0.00	0.34	0.34
Crit Moves:	****						****					
Green Time:	21.6	21.6	21.6	0.0	0.0	0.0	67.4	67.4	0.0	0.0	67.4	67.4
Volume/Cap:	0.60	0.60	0.60	0.00	0.00	0.00	0.05	0.60	0.00	0.00	0.48	0.48
Delay/Veh:	34.0	34.0	34.0	0.0	0.0	0.0	4.2	7.7	0.0	0.0	6.4	6.4
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:	34.0	34.0	34.0	0.0	0.0	0.0	4.2	7.7	0.0	0.0	6.4	6.4
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
DesignQueue:	11	11	11	0	0	0	1	14	0	0	11	11

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3467: Eleventh St and Taylor St (P)



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 4 Oct 2012 << 5:00-6:00PM											
Base Vol:	48	262	83	0	0	0	40	567	0	0	356	23
Growth Adj:	1.00	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	262	83	0	0	0	40	567	0	0	356	23
Added Vol:	0	0	0	0	0	0	0	30	0	0	41	0
ATI+CumTrip:	29	82	34	0	0	0	18	288	0	0	258	7
Initial Fut:	77	344	117	0	0	0	58	885	0	0	655	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:	77	344	117	0	0	0	58	885	0	0	655	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	344	117	0	0	0	58	885	0	0	655	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:	77	344	117	0	0	0	58	885	0	0	655	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.29	1.28	0.43	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.96	0.04
Final Sat.:	515	2302	783	0	0	0	1750	1900	0	0	1721	79

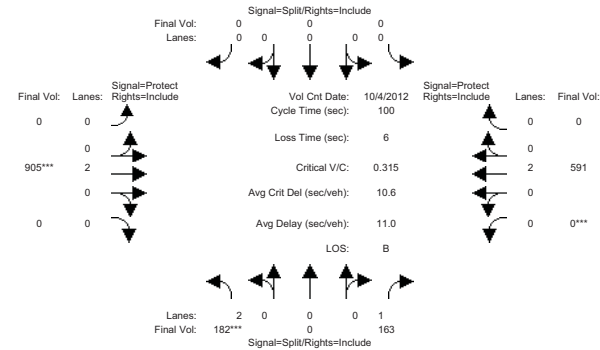
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.00	0.00	0.00	0.03	0.47	0.00	0.00	0.38	0.38
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.6	21.6	21.6	0.0	0.0	0.0	67.4	67.4	0.0	0.0	67.4	67.4
Volume/Cap:	0.66	0.66	0.66	0.00	0.00	0.00	0.05	0.66	0.00	0.00	0.54	0.54
Delay/Veh:	35.3	35.3	35.3	0.0	0.0	0.0	4.2	8.7	0.0	0.0	6.9	6.9
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:	35.3	35.3	35.3	0.0	0.0	0.0	4.2	8.7	0.0	0.0	6.9	6.9
LOS by Move:	D	D	D	A	A	A	A	A	A	A	A	A
DesignQueue:	12	12	12	0	0	0	1	15	0	0	12	12

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3469: Eleventh St and Hedding St



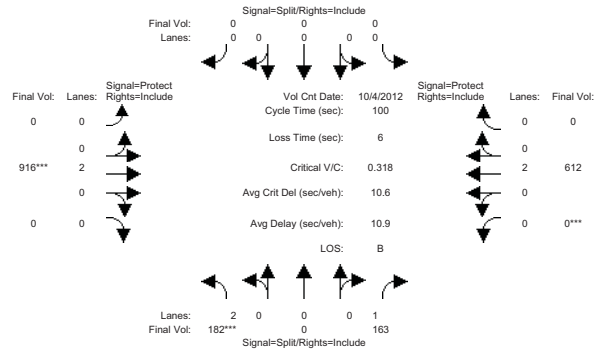
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 4 Oct 2012 << 5:00-6:00PM											
Base Vol:	182	0	163	0	0	0	0	905	0	0	591	0
Growth 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:	182	0	163	0	0	0	0	905	0	0	591	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:	182	0	163	0	0	0	0	905	0	0	591	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:	182	0	163	0	0	0	0	905	0	0	591	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	0	163	0	0	0	0	905	0	0	591	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:	182	0	163	0	0	0	0	905	0	0	591	0

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

Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.16	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.4	0.0	26.4	0.0	0.0	0.0	0.0	67.6	0.0	0.0	67.6	0.0
Volume/Cap:	0.22	0.00	0.35	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.23	0.00
Delay/Veh:	28.9	0.0	30.3	0.0	0.0	0.0	0.0	7.0	0.0	0.0	6.3	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:	28.9	0.0	30.3	0.0	0.0	0.0	0.0	7.0	0.0	0.0	6.3	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
DesignQueue:	5	0	7	0	0	0	0	9	0	0	6	0

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

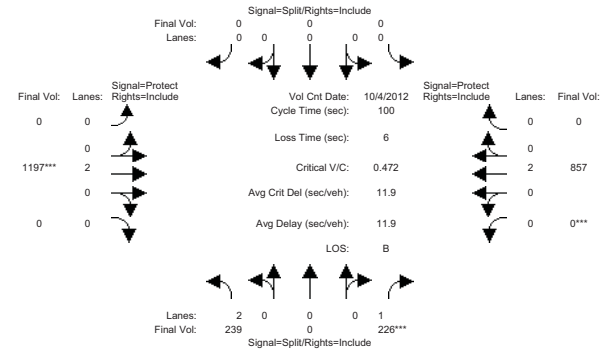
Intersection #3469: Eleventh St and Hedding St



Approach:	Northbound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	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:	4 Oct 2012	<<	5:00-6:00PM						
Base Vol:	182	0	163	0	0	0	0	905	0	0	591	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:	182	0	163	0	0	0	0	905	0	0	591	0
Added Vol:	0	0	0	0	0	0	0	11	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	0	163	0	0	0	0	916	0	0	612	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:	182	0	163	0	0	0	0	916	0	0	612	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	0	163	0	0	0	0	916	0	0	612	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:	182	0	163	0	0	0	0	916	0	0	612	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	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	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	0	0	3800	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.16	0.00
Crit Moves:	****							****			****	
Green Time:	26.2	0.0	26.2	0.0	0.0	0.0	0.0	67.8	0.0	0.0	67.8	0.0
Volume/Cap:	0.22	0.00	0.36	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.24	0.00
Delay/Veh:	29.0	0.0	30.5	0.0	0.0	0.0	0.0	6.9	0.0	0.0	6.2	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:	29.0	0.0	30.5	0.0	0.0	0.0	0.0	6.9	0.0	0.0	6.2	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
DesignQueue:	5	0	7	0	0	0	0	9	0	0	6	0
Note: Queue reported is the number of cars per lane.												

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

Intersection #3469: Eleventh St and Hedding St



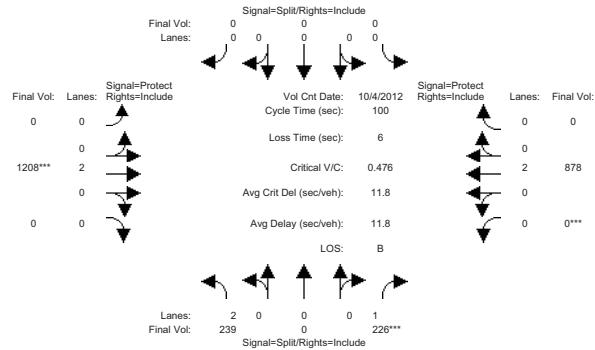
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- ----- -----												
Volume Module:	>>	Count	Date:	4 Oct 2012	<<	5:00-6:00PM						
Base Vol:	182	0	163	0	0	0	0	905	0	0	591	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:	182	0	163	0	0	0	0	905	0	0	591	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	57	0	63	0	0	0	0	292	0	0	266	0
Initial Fut:	239	0	226	0	0	0	0	1197	0	0	857	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:	239	0	226	0	0	0	0	1197	0	0	857	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	0	226	0	0	0	0	1197	0	0	857	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:	239	0	226	0	0	0	0	1197	0	0	857	0
----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	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	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	0	0	3800	0
----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.23	0.00
Crit Moves:			****					****			****	
Green Time:	27.3	0.0	27.3	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	0.0
Volume/Cap:	0.28	0.00	0.47	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.34	0.00
Delay/Veh:	28.7	0.0	31.1	0.0	0.0	0.0	0.0	8.2	0.0	0.0	7.3	0.0
AdjDelAdj:	1.00	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	0.0	31.1	0.0	0.0	0.0	0.0	8.2	0.0	0.0	7.3	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
DesignQueue:	6	0	10	0	0	0	0	12	0	0	8	0
Note: Queue reported is the number of cars per lane.												

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj PM

Intersection #3469: Eleventh St and Hedding St



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	0	10	0	0	0	0	10	0	0	10	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: 4 Oct 2012 << 5:00-6:00PM											
Base Vol:	182	0	163	0	0	0	0	905	0	0	591	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:	182	0	163	0	0	0	0	905	0	0	591	0
Added Vol:	0	0	0	0	0	0	0	11	0	0	21	0
ATI:	57	0	63	0	0	0	0	292	0	0	266	0
Initial Fut:	239	0	226	0	0	0	0	1208	0	0	878	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:	239	0	226	0	0	0	0	1208	0	0	878	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	0	226	0	0	0	0	1208	0	0	878	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:	239	0	226	0	0	0	0	1208	0	0	878	0

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

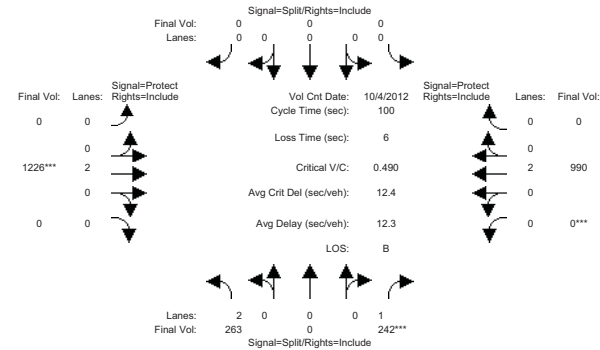
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.23	0.00
Crit Moves:	****						****			****		
Green Time:	27.2	0.0	27.2	0.0	0.0	0.0	0.0	66.8	0.0	0.0	66.8	0.0
Volume/Cap:	0.28	0.00	0.48	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.35	0.00
Delay/Veh:	28.9	0.0	31.2	0.0	0.0	0.0	0.0	8.2	0.0	0.0	7.2	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:	28.9	0.0	31.2	0.0	0.0	0.0	0.0	8.2	0.0	0.0	7.2	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
DesignQueue:	6	0	10	0	0	0	0	12	0	0	9	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3469: Eleventh St and Hedding St



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	0	10	0	0	0	0	10	0	0	10	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: 4 Oct 2012 << 5:00-6:00PM											
Base Vol:	182	0	163	0	0	0	0	905	0	0	591	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:	182	0	163	0	0	0	0	905	0	0	591	0
Added Vol:	0	0	0	0	0	0	0	11	0	0	21	0
ATI+CumTrip:	81	0	79	0	0	0	0	310	0	0	378	0
Initial Fut:	263	0	242	0	0	0	0	1226	0	0	990	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:	263	0	242	0	0	0	0	1226	0	0	990	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	0	242	0	0	0	0	1226	0	0	990	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:	263	0	242	0	0	0	0	1226	0	0	990	0

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

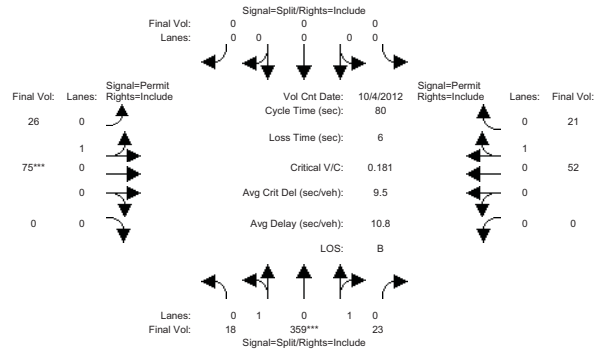
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.14	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.26	0.00
Crit Moves:	****						****			****		
Green Time:	28.2	0.0	28.2	0.0	0.0	0.0	0.0	65.8	0.0	0.0	65.8	0.0
Volume/Cap:	0.30	0.00	0.49	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.40	0.00
Delay/Veh:	28.3	0.0	30.7	0.0	0.0	0.0	0.0	8.8	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:	28.3	0.0	30.7	0.0	0.0	0.0	0.0	8.8	0.0	0.0	8.0	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
DesignQueue:	6	0	11	0	0	0	0	12	0	0	10	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3470: Eleventh St and Jackson St



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 4 Oct 2012 << 4:55-5:55PM											
Base Vol:	18	359	23	0	0	0	26	75	0	0	52	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	359	23	0	0	0	26	75	0	0	52	21
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:	18	359	23	0	0	0	26	75	0	0	52	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	359	23	0	0	0	26	75	0	0	52	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	359	23	0	0	0	26	75	0	0	52	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	359	23	0	0	0	26	75	0	0	52	21

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.09	1.79	0.12	0.00	0.00	0.00	0.26	0.74	0.00	0.00	0.71	0.29
Final Sat.:	162	3231	207	0	0	0	463	1337	0	0	1282	518

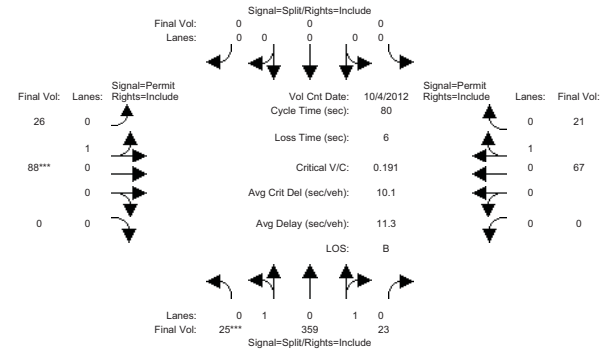
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	49.2	49.2	49.2	0.0	0.0	0.0	24.8	24.8	0.0	0.0	24.8	24.8
Volume/Cap:	0.18	0.18	0.18	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.13	0.13
Delay/Veh:	6.7	6.7	6.7	0.0	0.0	0.0	20.3	20.3	0.0	0.0	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:	6.7	6.7	6.7	0.0	0.0	0.0	20.3	20.3	0.0	0.0	19.9	19.9
LOS by Move:	A	A	A	A	A	A	C	C	A	A	B	B
DesignQueue:	4	4	4	0	0	0	3	3	0	0	2	2

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj PM

Intersection #3470: Eleventh St and Jackson St



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 4 Oct 2012 << 4:55-5:55PM											
Base Vol:	18	359	23	0	0	0	26	75	0	0	52	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	359	23	0	0	0	26	75	0	0	52	21
Added Vol:	7	0	0	0	0	0	0	13	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	359	23	0	0	0	26	88	0	0	67	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	359	23	0	0	0	26	88	0	0	67	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	359	23	0	0	0	26	88	0	0	67	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	359	23	0	0	0	26	88	0	0	67	21

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.12	1.77	0.11	0.00	0.00	0.00	0.23	0.77	0.00	0.00	0.76	0.24
Final Sat.:	221	3175	203	0	0	0	411	1389	0	0	1370	430

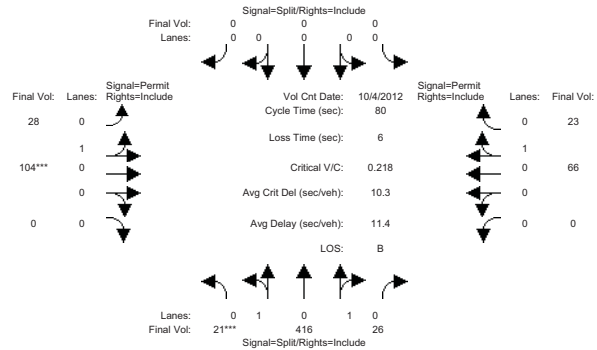
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.05	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	47.4	47.4	47.4	0.0	0.0	0.0	26.6	26.6	0.0	0.0	26.6	26.6
Volume/Cap:	0.19	0.19	0.19	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.15	0.15
Delay/Veh:	7.5	7.5	7.5	0.0	0.0	0.0	19.2	19.2	0.0	0.0	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:	7.5	7.5	7.5	0.0	0.0	0.0	19.2	19.2	0.0	0.0	18.9	18.9
LOS by Move:	A	A	A	A	A	A	B	B	A	A	B	B
DesignQueue:	4	4	4	0	0	0	4	4	0	0	3	3

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3470: Eleventh St and Jackson St



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2012 << 4:55-5:55PM												
Base Vol:	18	359	23	0	0	0	26	75	0	0	52	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	359	23	0	0	0	26	75	0	0	52	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	3	57	3	0	0	0	2	29	0	0	14	2
Initial Fut:	21	416	26	0	0	0	28	104	0	0	66	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	416	26	0	0	0	28	104	0	0	66	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	416	26	0	0	0	28	104	0	0	66	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	416	26	0	0	0	28	104	0	0	66	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.09	1.80	0.11	0.00	0.00	0.00	0.21	0.79	0.00	0.00	0.74	0.26
Final Sat.:	163	3235	202	0	0	0	382	1418	0	0	1335	465

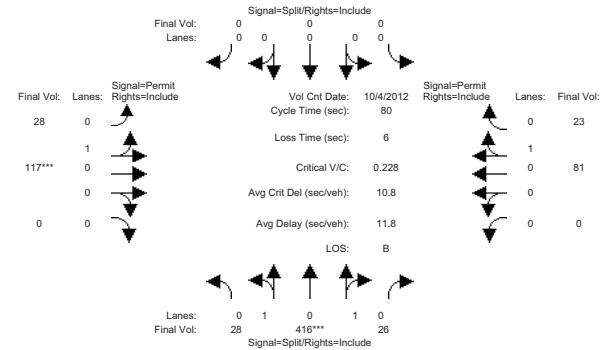
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.00	0.00	0.00	0.07	0.07	0.00	0.00	0.05	0.05
Crit Moves:	****						****					
Green Time:	47.1	47.1	47.1	0.0	0.0	0.0	26.9	26.9	0.0	0.0	26.9	26.9
Volume/Cap:	0.22	0.22	0.22	0.00	0.00	0.00	0.22	0.22	0.00	0.00	0.15	0.15
Delay/Veh:	7.8	7.8	7.8	0.0	0.0	0.0	19.2	19.2	0.0	0.0	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:	7.8	7.8	7.8	0.0	0.0	0.0	19.2	19.2	0.0	0.0	18.7	18.7
LOS by Move:	A	A	A	A	A	A	B	B	A	A	B	B
DesignQueue:	5	5	5	0	0	0	4	4	0	0	3	3

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj PM

Intersection #3470: Eleventh St and Jackson St



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2012 << 4:55-5:55PM												
Base Vol:	18	359	23	0	0	0	26	75	0	0	52	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	359	23	0	0	0	26	75	0	0	52	21
Added Vol:	7	0	0	0	0	0	0	13	0	0	15	0
ATI:	3	57	3	0	0	0	2	29	0	0	14	2
Initial Fut:	28	416	26	0	0	0	28	117	0	0	81	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	416	26	0	0	0	28	117	0	0	81	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	416	26	0	0	0	28	117	0	0	81	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	416	26	0	0	0	28	117	0	0	81	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.12	1.77	0.11	0.00	0.00	0.00	0.19	0.81	0.00	0.00	0.78	0.22
Final Sat.:	214	3186	199	0	0	0	348	1452	0	0	1402	398

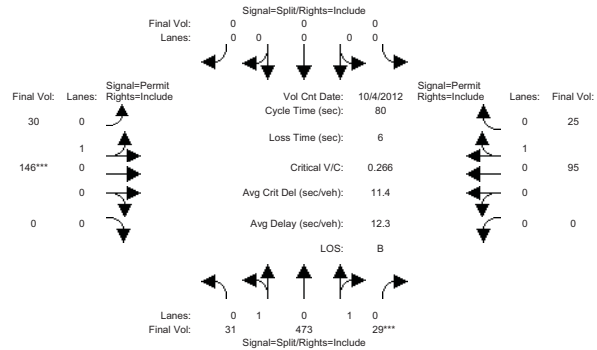
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.00	0.00	0.00	0.08	0.08	0.00	0.00	0.06	0.06
Crit Moves:	****						****					
Green Time:	45.8	45.8	45.8	0.0	0.0	0.0	28.2	28.2	0.0	0.0	28.2	28.2
Volume/Cap:	0.23	0.23	0.23	0.00	0.00	0.00	0.23	0.23	0.00	0.00	0.16	0.16
Delay/Veh:	8.5	8.5	8.5	0.0	0.0	0.0	18.4	18.4	0.0	0.0	17.9	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:	8.5	8.5	8.5	0.0	0.0	0.0	18.4	18.4	0.0	0.0	17.9	17.9
LOS by Move:	A	A	A	A	A	A	B	B	A	A	B	B
DesignQueue:	5	5	5	0	0	0	4	4	0	0	3	3

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3470: Eleventh St and Jackson St



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	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	4 Oct 2012	<<	4:55-5:55PM						
Base Vol:	18	359	23	0	0	0	26	75	0	0	52	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	359	23	0	0	0	26	75	0	0	52	21
Added Vol:	7	0	0	0	0	0	0	13	0	0	15	0
ATI+CumTrip:	6	114	6	0	0	0	4	58	0	0	28	4
Initial Fut:	31	473	29	0	0	0	30	146	0	0	95	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:	31	473	29	0	0	0	30	146	0	0	95	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	473	29	0	0	0	30	146	0	0	95	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:	31	473	29	0	0	0	30	146	0	0	95	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.12	1.77	0.11	0.00	0.00	0.00	0.17	0.83	0.00	0.00	0.79	0.21
Final Sat.:	209	3195	196	0	0	0	307	1493	0	0	1425	375

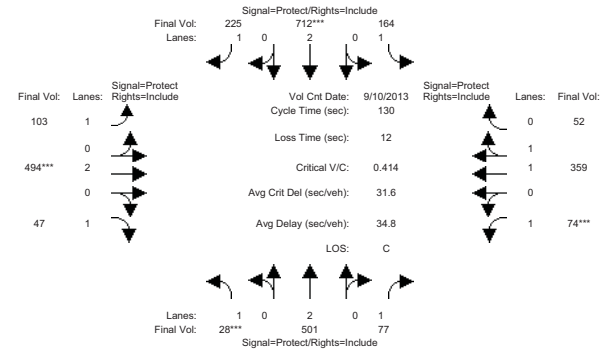
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.00	0.00	0.00	0.10	0.10	0.00	0.00	0.07	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	44.6	44.6	44.6	0.0	0.0	0.0	29.4	29.4	0.0	0.0	29.4	29.4
Volume/Cap:	0.27	0.27	0.27	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.18	0.18
Delay/Veh:	9.3	9.3	9.3	0.0	0.0	0.0	17.9	17.9	0.0	0.0	17.3	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:	9.3	9.3	9.3	0.0	0.0	0.0	17.9	17.9	0.0	0.0	17.3	17.3
LOS by Move:	A	A	A	A	A	A	B	B	A	A	B	B
DesignQueue:	6	6	6	0	0	0	5	5	0	0	4	4

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3496: First St and Hedding St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	4:45-5:45PM						
Base Vol:	28	501	77	164	712	225	103	494	47	74	359	52
Growth Adj:	1.00	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	501	77	164	712	225	103	494	47	74	359	52
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	501	77	164	712	225	103	494	47	74	359	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	501	77	164	712	225	103	494	47	74	359	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	501	77	164	712	225	103	494	47	74	359	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	501	77	164	712	225	103	494	47	74	359	52

Saturation 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	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3232	468

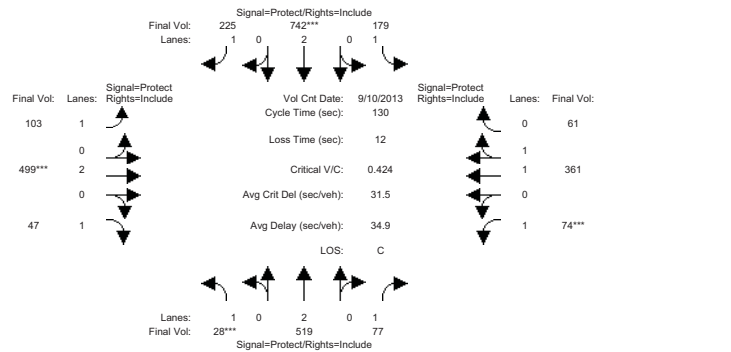
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.04	0.09	0.19	0.13	0.06	0.13	0.03	0.04	0.11	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	37.9	37.9	26.9	57.8	57.8	18.4	40.1	40.1	13.1	34.8	34.8
Volume/Cap:	0.30	0.45	0.15	0.45	0.42	0.29	0.42	0.42	0.09	0.42	0.42	0.42
Delay/Veh:	60.9	37.9	34.3	46.0	24.8	23.2	52.0	36.0	32.0	56.6	39.5	39.5
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:	60.9	37.9	34.3	46.0	24.8	23.2	52.0	36.0	32.0	56.6	39.5	39.5
LOS by Move:	E	D	C	D	C	C	D	D	C	E	D	D
DesignQueue:	2	13	4	10	15	10	7	13	3	5	11	11

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj PM

Intersection #3496: First St and Hedding St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	4:45-5:45PM						
Base Vol:	28	501	77	164	712	225	103	494	47	74	359	52
Growth Adj:	1.00	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	501	77	164	712	225	103	494	47	74	359	52
Added Vol:	0	18	0	15	30	0	0	5	0	0	2	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	519	77	179	742	225	103	499	47	74	361	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	519	77	179	742	225	103	499	47	74	361	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	519	77	179	742	225	103	499	47	74	361	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	519	77	179	742	225	103	499	47	74	361	61

Saturation 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	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3165	535

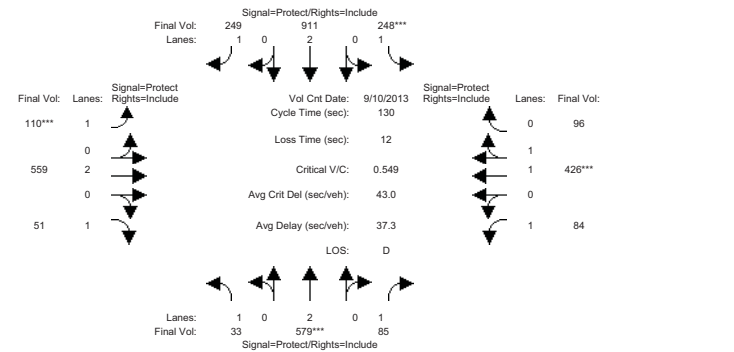
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.04	0.10	0.20	0.13	0.06	0.13	0.03	0.04	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	7.0	37.6	37.6	28.2	58.8	58.8	17.8	39.5	39.5	12.7	34.5	34.5
Volume/Cap:	0.30	0.47	0.15	0.47	0.43	0.28	0.43	0.43	0.09	0.43	0.43	0.43
Delay/Veh:	60.9	38.4	34.5	45.4	24.4	22.6	52.7	36.5	32.4	57.0	39.9	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:	60.9	38.4	34.5	45.4	24.4	22.6	52.7	36.5	32.4	57.0	39.9	39.9
LOS by Move:	E	D	C	D	C	D	C	D	C	E	D	D
DesignQueue:	2	14	4	11	15	10	7	13	3	5	12	12

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3496: First St and Hedding St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	4:45-5:45PM						
Base Vol:	28	501	77	164	712	225	103	494	47	74	359	52
Growth Adj:	1.00	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	501	77	164	712	225	103	494	47	74	359	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	78	8	84	199	24	7	65	4	10	67	44
Initial Fut:	33	579	85	248	911	249	110	559	51	84	426	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	579	85	248	911	249	110	559	51	84	426	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	579	85	248	911	249	110	559	51	84	426	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	579	85	248	911	249	110	559	51	84	426	96

Saturation 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	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3019	680

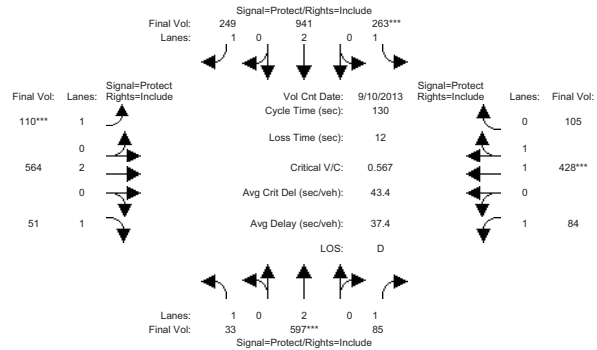
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.05	0.14	0.24	0.14	0.06	0.15	0.03	0.05	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	12.8	36.1	36.1	33.6	56.9	56.9	14.9	35.4	35.4	12.9	33.4	33.4
Volume/Cap:	0.19	0.55	0.17	0.55	0.55	0.33	0.55	0.54	0.11	0.48	0.55	0.55
Delay/Veh:	54.4	40.6	35.8	43.1	27.4	24.2	57.6	41.0	35.6	57.4	42.4	42.4
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:	54.4	40.6	35.8	43.1	27.4	24.2	57.6	41.0	35.6	57.4	42.4	42.4
LOS by Move:	D	D	D	D	C	C	E	D	D	E	D	D
DesignQueue:	2	16	5	15	19	11	8	15	3	6	15	15

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj PM

Intersection #3496: First St and Hedding St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	4:45-5:45PM						
Base Vol:	28	501	77	164	712	225	103	494	47	74	359	52
Growth Adj:	1.00	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	501	77	164	712	225	103	494	47	74	359	52
Added Vol:	0	18	0	15	30	0	0	5	0	0	2	9
ATI:	5	78	8	84	199	24	7	65	4	10	67	44
Initial Fut:	33	597	85	263	941	249	110	564	51	84	428	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	597	85	263	941	249	110	564	51	84	428	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	597	85	263	941	249	110	564	51	84	428	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	597	85	263	941	249	110	564	51	84	428	105

Saturation 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	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2971	729

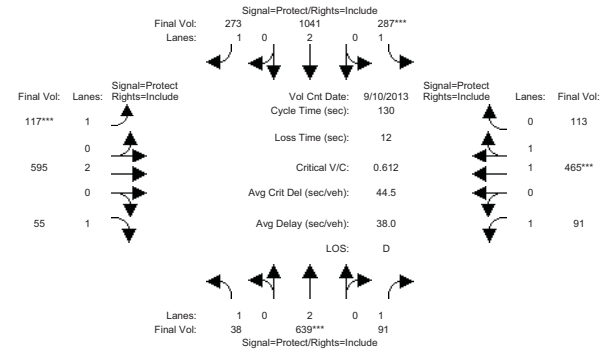
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.05	0.15	0.25	0.14	0.06	0.15	0.03	0.05	0.14	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.6	36.0	36.0	34.5	57.9	57.9	14.4	34.8	34.8	12.6	33.1	33.1
Volume/Cap:	0.19	0.57	0.18	0.57	0.56	0.32	0.57	0.55	0.11	0.49	0.57	0.57
Delay/Veh:	54.6	41.0	35.9	42.9	27.0	23.5	58.7	41.6	36.0	57.9	43.0	43.0
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:	54.6	41.0	35.9	42.9	27.0	23.5	58.7	41.6	36.0	57.9	43.0	43.0
LOS by Move:	D	D	D	D	C	C	D	D	D	E	D	D
DesignQueue:	2	16	5	16	20	11	8	15	3	6	15	15

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3496: First St and Hedding St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	4:45-5:45PM						
Base Vol:	28	501	77	164	712	225	103	494	47	74	359	52
Growth Adj:	1.00	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	501	77	164	712	225	103	494	47	74	359	52
Added Vol:	0	18	0	15	30	0	0	5	0	0	2	9
ATI+CumTrip:	10	120	14	108	299	48	14	96	8	17	104	52
Initial Fut:	38	639	91	287	1041	273	117	595	55	91	465	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:	38	639	91	287	1041	273	117	595	55	91	465	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	639	91	287	1041	273	117	595	55	91	465	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:	38	639	91	287	1041	273	117	595	55	91	465	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	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2976	723

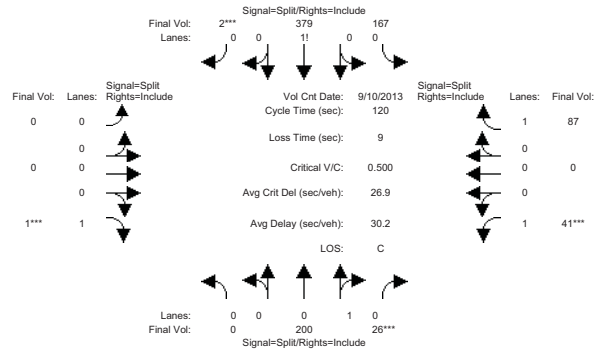
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.05	0.16	0.27	0.16	0.07	0.16	0.03	0.05	0.16	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.6	35.7	35.7	34.9	59.0	59.0	14.2	35.3	35.3	12.1	33.2	33.2
Volume/Cap:	0.24	0.61	0.19	0.61	0.60	0.34	0.61	0.58	0.12	0.56	0.61	0.61
Delay/Veh:	55.9	42.2	36.2	44.0	27.3	23.2	61.0	41.7	35.7	60.6	43.9	43.9
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:	55.9	42.2	36.2	44.0	27.3	23.2	61.0	41.7	35.7	60.6	43.9	43.9
LOS by Move:	E	D	D	D	C	C	E	D	D	E	D	D
DesignQueue:	3	17	5	17	22	12	8	16	3	7	17	17

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3498: First St and Jackson St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	5:00-6:00PM							
Base Vol:		0	200	26	167	379	2	0	0	1	41	0	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	1.00
Initial Bse:		0	200	26	167	379	2	0	0	1	41	0	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:		0	200	26	167	379	2	0	0	1	41	0	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	1.00
PHF Adj:	1.00	1.00	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	200	26	167	379	2	0	0	1	41	0	87
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		0	200	26	167	379	2	0	0	1	41	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:		0	200	26	167	379	2	0	0	1	41	0	87

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.88	0.12	0.30	0.69	0.01	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1593	207	533	1210	6	0	0	1750	1750	0	1750

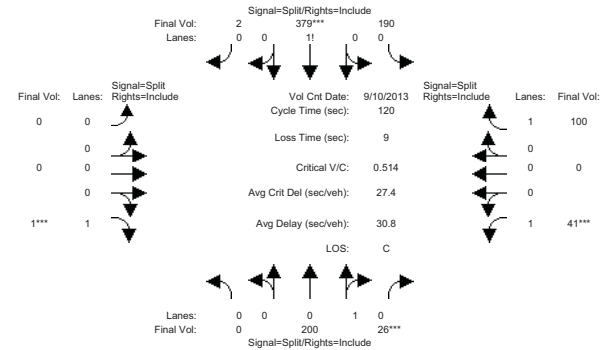
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.31	0.31	0.31	0.00	0.00	0.00	0.02	0.00	0.05
Crit Moves:		****			****		****	****				
Green Time:	0.0	28.3	28.3	70.6	70.6	70.6	0.0	0.0	0.1	11.9	0.0	11.9
Volume/Cap:	0.00	0.53	0.53	0.53	0.53	0.53	0.00	0.00	0.53	0.24	0.00	0.50
Delay/Veh:	0.0	44.8	44.8	16.8	16.8	16.8	0.0	0.0	444.9	53.0	0.0	61.1
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	44.8	44.8	16.8	16.8	16.8	0.0	0.0	444.9	53.0	0.0	61.1
LOS by Move:	A	D	D	B	B	B	A	A	F	D	A	E
DesignQueue:	0	12	12	17	17	17	0	0	0	3	0	6

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj PM

Intersection #3498: First St and Jackson St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	0	200	26	167	379	2	0	0	1	41	0	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:	0	200	26	167	379	2	0	0	1	41	0	87
Added Vol:	0	0	0	23	0	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	200	26	190	379	2	0	0	1	41	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	200	26	190	379	2	0	0	1	41	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	200	26	190	379	2	0	0	1	41	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	200	26	190	379	2	0	0	1	41	0	100

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.88	0.12	0.33	0.66	0.01	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1593	207	582	1162	6	0	0	1750	1750	0	1750

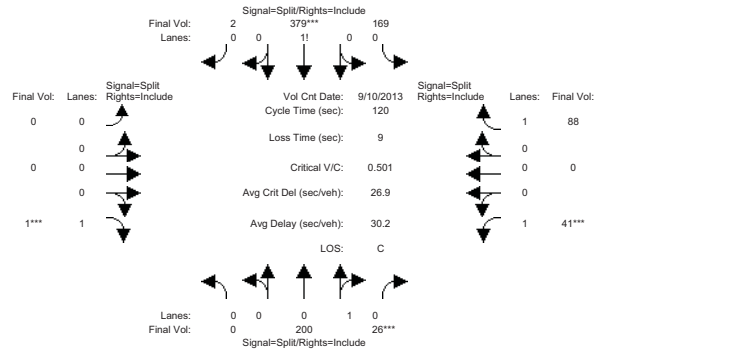
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.33	0.33	0.33	0.00	0.00	0.00	0.02	0.00	0.06
Crit Moves:		****			****		****	****				
Green Time:	0.0	27.1	27.1	70.4	70.4	70.4	0.0	0.0	0.1	13.3	0.0	13.3
Volume/Cap:	0.00	0.56	0.56	0.56	0.56	0.56	0.00	0.00	0.56	0.21	0.00	0.51
Delay/Veh:	0.0	46.5	46.5	17.4	17.4	17.4	0.0	0.0	470.1	51.0	0.0	59.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	46.5	46.5	17.4	17.4	17.4	0.0	0.0	470.1	51.0	0.0	59.7
LOS by Move:	A	D	D	B	B	B	A	A	F	D	A	E
DesignQueue:	0	13	13	18	18	18	0	0	0	3	0	7

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3498: First St and Jackson St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	5:00-6:00PM							
Base Vol:		0	200	26	167	379	2	0	0	1	41	0	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	1.00
Initial Bse:		0	200	26	167	379	2	0	0	1	41	0	87
Added Vol:		0	0	0	0	0	0	0	0	0	0	0	0
ATI:		0	0	0	2	0	0	0	0	0	0	0	1
Initial Fut:		0	200	26	169	379	2	0	0	1	41	0	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	200	26	169	379	2	0	0	1	41	0	88
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		0	200	26	169	379	2	0	0	1	41	0	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:		0	200	26	169	379	2	0	0	1	41	0	88

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.88	0.12	0.30	0.69	0.01	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1593	207	538	1206	6	0	0	1750	1750	0	1750

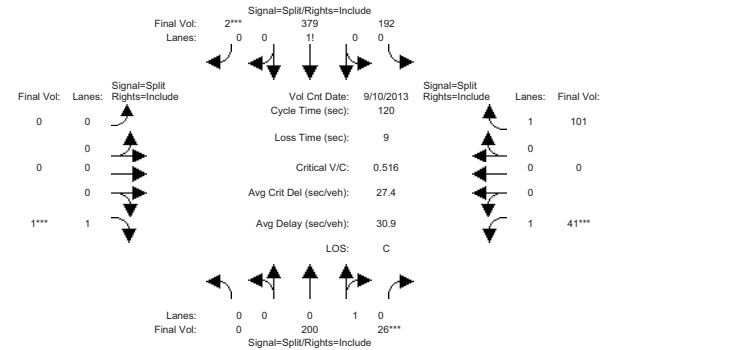
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.31	0.31	0.31	0.00	0.00	0.00	0.02	0.00	0.05
Crit Moves:		****		****			****		****			
Green Time:	0.0	28.2	28.2	70.6	70.6	70.6	0.0	0.0	0.1	12.0	0.0	12.0
Volume/Cap:	0.00	0.53	0.53	0.53	0.53	0.53	0.00	0.00	0.53	0.23	0.00	0.50
Delay/Veh:	0.0	44.9	44.9	16.8	16.8	16.8	0.0	0.0	447.0	52.8	0.0	61.0
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	44.9	44.9	16.8	16.8	16.8	0.0	0.0	447.0	52.8	0.0	61.0
LOS by Move:	A	D	D	B	B	B	A	A	F	D	A	E
DesignQueue:	0	12	12	18	18	18	0	0	0	3	0	6

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj PM

Intersection #3498: First St and Jackson St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	0	200	26	167	379	2	0	0	1	41	0	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:	0	200	26	167	379	2	0	0	1	41	0	87
Added Vol:	0	0	0	23	0	0	0	0	0	0	0	13
ATI:	0	0	0	2	0	0	0	0	0	0	0	1
Initial Fut:	0	200	26	192	379	2	0	0	1	41	0	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:	0	200	26	192	379	2	0	0	1	41	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	200	26	192	379	2	0	0	1	41	0	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:	0	200	26	192	379	2	0	0	1	41	0	101

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.88	0.12	0.33	0.66	0.01	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1593	207	586	1158	6	0	0	1750	1750	0	1750

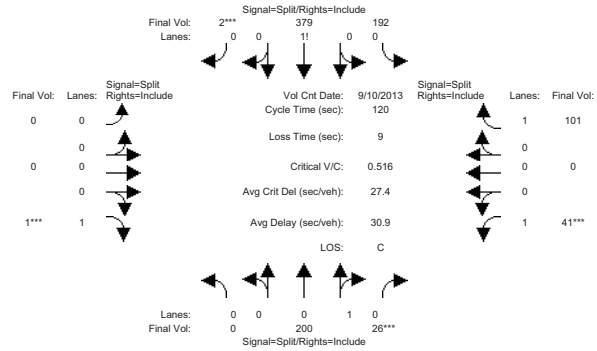
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.33	0.33	0.33	0.00	0.00	0.00	0.02	0.00	0.06
Crit Moves:		****		****			****		****			
Green Time:	0.0	27.0	27.0	70.4	70.4	70.4	0.0	0.0	0.1	13.4	0.0	13.4
Volume/Cap:	0.00	0.56	0.56	0.56	0.56	0.56	0.00	0.00	0.56	0.21	0.00	0.52
Delay/Veh:	0.0	46.7	46.7	17.4	17.4	17.4	0.0	0.0	472.2	50.9	0.0	59.6
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	46.7	46.7	17.4	17.4	17.4	0.0	0.0	472.2	50.9	0.0	59.6
LOS by Move:	A	D	D	B	B	B	A	A	F	D	A	E
DesignQueue:	0	13	13	18	18	18	0	0	0	3	0	7

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3498: First St and Jackson St

[illegible]

Volume Module: >> Count Date: 10 Sep 2013 << 5:00-6:00PM												
Base Vol:	0	200	26	167	379	2	0	0	1	41	0	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:	0	200	26	167	379	2	0	0	1	41	0	87
Added Vol:	0	0	0	23	0	0	0	0	0	0	0	13
ATI+CumTrip:	0	0	0	2	0	0	0	0	0	0	0	1
Initial Fut:	0	200	26	192	379	2	0	0	1	41	0	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:	0	200	26	192	379	2	0	0	1	41	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	200	26	192	379	2	0	0	1	41	0	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:	0	200	26	192	379	2	0	0	1	41	0	101

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.88	0.12	0.33	0.66	0.01	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1593	207	586	1158	6	0	0	1750	1750	0	1750

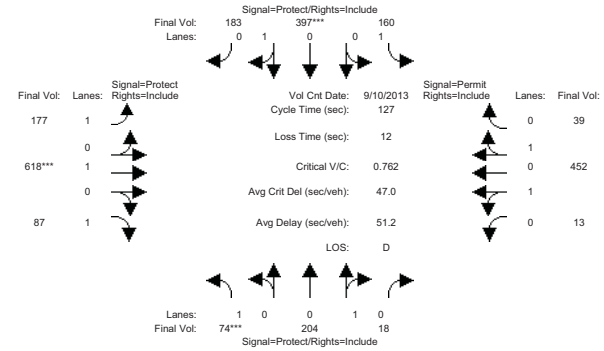
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.33	0.33	0.33	0.00	0.00	0.00	0.02	0.00	0.06
Crit Moves:			***			***			***	***		
Green Time:	0.0	27.0	27.0	70.4	70.4	70.4	0.0	0.0	0.1	13.4	0.0	13.4
Volume/Cap:	0.00	0.56	0.56	0.56	0.56	0.56	0.00	0.00	0.56	0.21	0.00	0.52
Delay/Veh:	0.0	46.7	46.7	17.4	17.4	17.4	0.0	0.0	472.2	50.9	0.0	59.6
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	46.7	46.7	17.4	17.4	17.4	0.0	0.0	472.2	50.9	0.0	59.6
LOS by Move:	A	D	D	B	B	B	A	A	F	D	A	E
DesignQueue:	0	13	13	18	18	18	0	0	0	3	0	

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3519: First St and Taylor St (P)

[illegible]

Volume Module: >> Count Date: 10 Sep 2013 << 5:00-6:00PM														
Base Vol:	74	204	18	160	397	183	177	618	87	13	452	39		
Growth Adj:	1.00	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	204	18	160	397	183	177	618	87	13	452	39		
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	204	18	160	397	183	177	618	87	13	452	39		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	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	204	18	160	397	183	177	618	87	13	452	39		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	74	204	18	160	397	183	177	618	87	13	452	39		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	74	204	18	160	397	183	177	618	87	13	452	39		

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.92	0.08	1.00	0.68	0.32	1.00	1.00	1.00	0.05	1.80	0.15
Final Sat.:	1750	1654	146	1750	1232	568	1750	1900	1750	93	3229	279

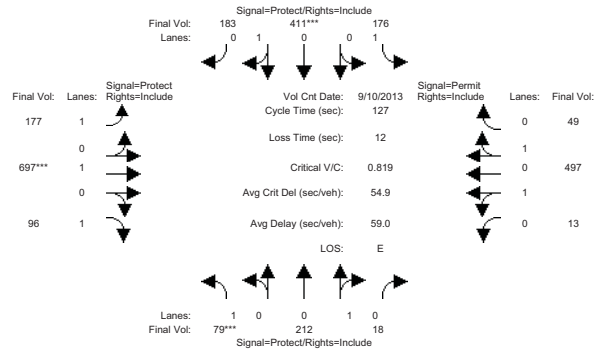
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.09	0.32	0.32	0.10	0.33	0.05	0.14	0.14	0.14
Crit Moves:	****			****			****					
Green Time:	7.0	29.4	29.4	21.8	44.2	44.2	44.4	63.8	63.8	19.4	19.4	19.4
Volume/Cap:	0.77	0.53	0.53	0.53	0.93	0.93	0.29	0.65	0.10	0.92	0.92	0.92
Delay/Veh:	102.7	47.6	47.6	54.6	61.6	61.6	31.1	26.7	16.8	75.5	75.5	75.5
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:	102.7	47.6	47.6	54.6	61.6	61.6	31.1	26.7	16.8	75.5	75.5	75.5
LOS by Move:	F	D	D	D	E	E	C	C	B	E	E	E
DesignQueue:	5	13	13	10	30	30	9	23	3	16	16	16

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj PM

Intersection #3519: First St and Taylor St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	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:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	74	204	18	160	397	183	177	618	87	13	452	39
Growth Adj:	1.00	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	204	18	160	397	183	177	618	87	13	452	39
Added Vol:	5	8	0	16	14	0	0	79	9	0	45	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	212	18	176	411	183	177	697	96	13	497	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	212	18	176	411	183	177	697	96	13	497	49
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	212	18	176	411	183	177	697	96	13	497	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	212	18	176	411	183	177	697	96	13	497	49

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.92	0.08	1.00	0.69	0.31	1.00	1.00	1.00	0.05	1.78	0.17
Final Sat.:	1750	1659	141	1750	1245	555	1750	1900	1750	84	3201	316

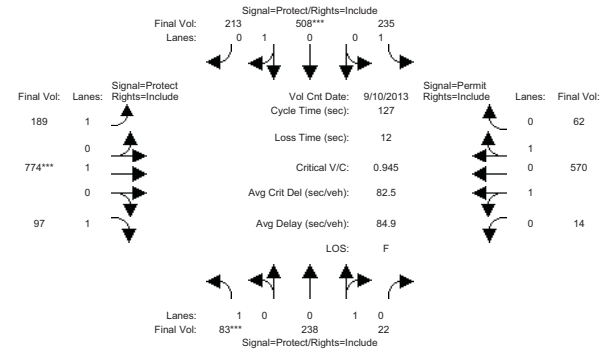
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.10	0.33	0.33	0.10	0.37	0.05	0.16	0.16	0.16
Crit Moves:	****			****			****					
Green Time:	7.0	27.3	27.3	21.5	41.8	41.8	46.3	66.2	66.2	19.9	19.9	19.9
Volume/Cap:	0.82	0.59	0.59	0.59	1.00	1.00	0.28	0.70	0.11	0.99	0.99	0.99
Delay/Veh:	111.0	51.4	51.4	57.2	80.0	80.0	29.6	27.2	15.6	89.2	89.2	89.2
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:	111.0	51.4	51.4	57.2	80.0	80.0	29.6	27.2	15.6	89.2	89.2	89.2
LOS by Move:	F	D	D	E	F	F	C	C	B	F	F	F
DesignQueue:	6	14	14	11	32	32	9	26	4	18	18	18

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3519: First St and Taylor St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	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:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	74	204	18	160	397	183	177	618	87	13	452	39
Growth Adj:	1.00	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	204	18	160	397	183	177	618	87	13	452	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	9	34	4	75	111	30	12	156	10	1	118	23
Initial Fut:	83	238	22	235	508	213	189	774	97	14	570	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	238	22	235	508	213	189	774	97	14	570	62
Reducd Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	238	22	235	508	213	189	774	97	14	570	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	238	22	235	508	213	189	774	97	14	570	62

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.92	0.08	1.00	0.70	0.30	1.00	1.00	1.00	0.04	1.77	0.19
Final Sat.:	1750	1648	152	1750	1268	532	1750	1900	1750	78	3176	346

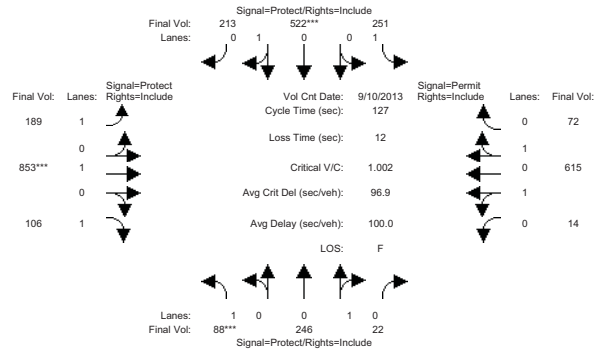
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.13	0.40	0.40	0.11	0.41	0.06	0.18	0.18	0.18
Crit Moves:	****			****			****					
Green Time:	7.0	26.3	26.3	24.5	43.8	43.8	44.2	64.2	64.2	19.9	19.9	19.9
Volume/Cap:	0.86	0.70	0.70	0.70	1.16	1.16	0.31	0.81	0.11	1.14	1.14	1.14
Delay/Veh:	118.7	56.9	56.9	59.1	131	131.0	31.5	33.4	16.7	137.3	137	137.3
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:	118.7	56.9	56.9	59.1	131	131.0	31.5	33.4	16.7	137.3	137	137.3
LOS by Move:	F	E	E	E	F	F	C	C	B	F	F	F
DesignQueue:	6	16	16	15	38	38	10	30	4	21	21	21

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj PM

Intersection #3519: First St and Taylor St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	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:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	74	204	18	160	397	183	177	618	87	13	452	39
Growth Adj:	1.00	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	204	18	160	397	183	177	618	87	13	452	39
Added Vol:	5	8	0	16	14	0	0	79	9	0	45	10
ATI:	9	34	4	75	111	30	12	156	10	1	118	23
Initial Fut:	88	246	22	251	522	213	189	853	106	14	615	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	246	22	251	522	213	189	853	106	14	615	72
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	246	22	251	522	213	189	853	106	14	615	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	246	22	251	522	213	189	853	106	14	615	72

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.92	0.08	1.00	0.71	0.29	1.00	1.00	1.00	0.04	1.75	0.21
Final Sat.:	1750	1652	148	1750	1278	522	1750	1900	1750	72	3158	370

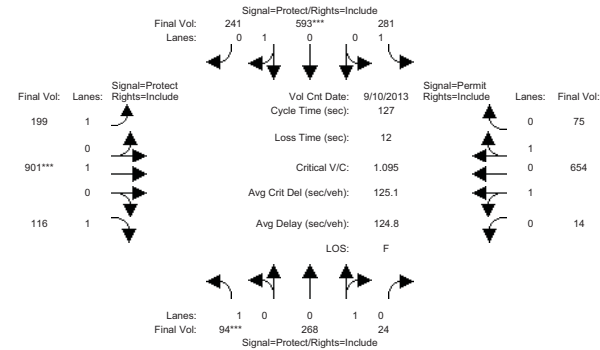
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.14	0.41	0.41	0.11	0.45	0.06	0.19	0.19	0.19
Crit Moves:	****			****			****					
Green Time:	7.0	24.9	24.9	24.0	41.9	41.9	45.8	66.1	66.1	20.3	20.3	20.3
Volume/Cap:	0.91	0.76	0.76	0.76	1.24	1.24	0.30	0.86	0.12	1.22	1.22	1.22
Delay/Veh:	129.7	62.4	62.4	63.8	163	163.2	30.3	36.4	15.8	166.3	166	166.3
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:	129.7	62.4	62.4	63.8	163	163.2	30.3	36.4	15.8	166.3	166	166.3
LOS by Move:	F	E	E	E	F	F	C	D	B	F	F	F
DesignQueue:	6	17	17	16	40	40	9	32	4	23	23	23

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3519: First St and Taylor St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	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: 10 Sep 2013 << 5:00-6:00PM												
Base Vol:	74	204	18	160	397	183	177	618	87	13	452	39
Growth Adj:	1.00	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	204	18	160	397	183	177	618	87	13	452	39
Added Vol:	5	8	0	16	14	0	0	79	9	0	45	10
ATI:	15	56	6	105	182	58	22	204	20	1	157	26
Initial Fut:	94	268	24	281	593	241	199	901	116	14	654	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	268	24	281	593	241	199	901	116	14	654	75
Reducd Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	268	24	281	593	241	199	901	116	14	654	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	268	24	281	593	241	199	901	116	14	654	75

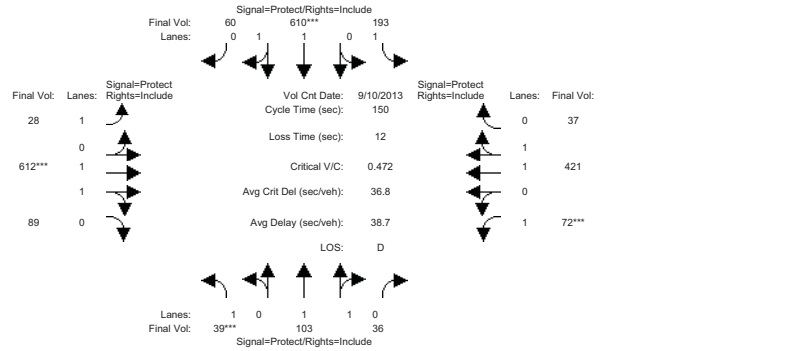
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.92	0.08	1.00	0.71	0.29	1.00	1.00	1.00	0.04	1.76	0.20
Final Sat.:	1750	1652	148	1750	1280	520	1750	1900	1750	68	3169	363

Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.16	0.46	0.46	0.11	0.47	0.07	0.21	0.21	0.21
Crit Moves:	****			****			****					
Green Time:	7.0	25.5	25.5	25.2	43.7	43.7	44.4	64.3	64.3	19.8	19.8	19.8
Volume/Cap:	0.97	0.81	0.81	0.81	1.35	1.35	0.32	0.94	0.13	1.32	1.32	1.32
Delay/Veh:	144.8	65.8	65.8	66.6	208	207.6	31.7	46.8	16.9	210.9	211	210.9
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:	144.8	65.8	65.8	66.6	208	207.6	31.7	46.8	16.9	210.9	211	210.9
LOS by Move:	F	E	E	E	F	F	C	D	B	F	F	F
DesignQueue:	7	18	18	18	45	45	10	35	4	24	24	24

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

[illegible]

Volume Module: >> Count Date: 10 Sep 2013 << 5:00:6.00PM												
Base Vol:	39	103	36	193	610	60	28	612	89	72	421	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:	39	103	36	193	610	60	28	612	89	72	421	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:	39	103	36	193	610	60	28	612	89	72	421	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	103	36	193	610	60	28	612	89	72	421	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	103	36	193	610	60	28	612	89	72	421	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	103	36	193	610	60	28	612	89	72	421	37

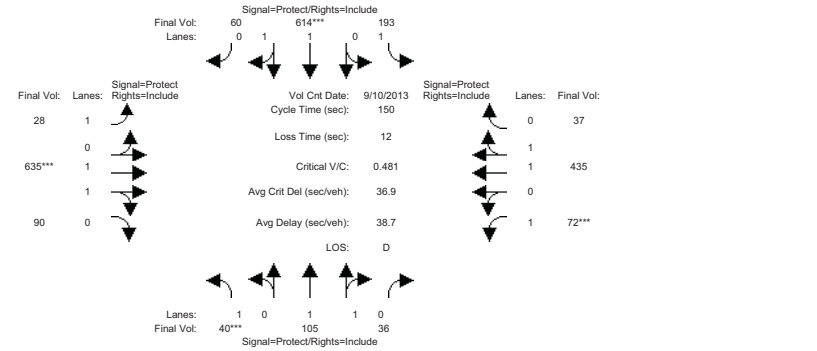
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.47	0.53	1.00	1.82	0.18	1.00	1.74	0.26	1.00	1.83	0.17
Final Sat.:	1750	2741	958	1750	3368	331	1750	3230	470	1750	3401	299

Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.11	0.18	0.18	0.02	0.19	0.19	0.04	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	7.1	24.4	24.4	40.3	57.6	57.6	20.1	60.2	60.2	13.1	53.3	53.3
Volume/Cap:	0.47	0.23	0.23	0.41	0.47	0.47	0.12	0.47	0.47	0.47	0.35	0.35
Delay/Veh:	73.8	54.9	54.9	45.7	35.0	35.0	57.4	33.4	33.4	67.5	35.8	35.8
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:	73.8	54.9	54.9	45.7	35.0	35.0	57.4	33.4	33.4	67.5	35.8	35.8
LOS by Move:	E	D	D	D	D	D	E	C	C	E	D	D
DesignQueue:	3	5	5	13	18	18	2	19	19	6	13	13

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj PM

[illegible]

Volume Module: >> Count Date: 10 Sep 2013 << 5:00-6:00PM												
Base Vol:	39	103	36	193	610	60	28	612	89	72	421	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:	39	103	36	193	610	60	28	612	89	72	421	37
Added Vol:	1	2	0	0	4	0	0	23	1	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	105	36	193	614	60	28	635	90	72	435	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	105	36	193	614	60	28	635	90	72	435	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	105	36	193	614	60	28	635	90	72	435	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	105	36	193	614	60	28	635	90	72	435	37

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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.48	0.52	1.00	1.82	0.18	1.00	1.74	0.26	1.00	1.84	0.16
Final Sat.:	1750	2755	944	1750	3370	329	1750	3240	459	1750	3410	290

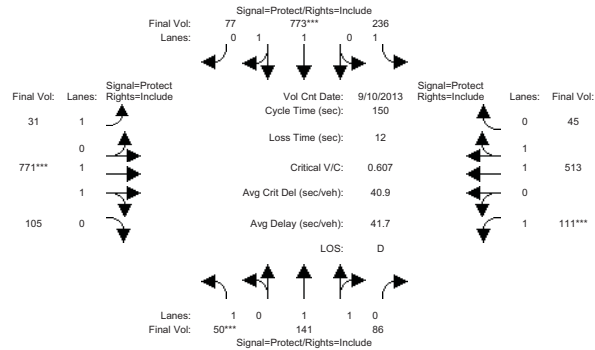
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.11	0.18	0.18	0.02	0.20	0.20	0.04	0.13	0.13
Crit Moves:	****				****		****			****		
Green Time:	7.1	24.1	24.1	39.9	56.9	56.9	19.8	61.2	61.2	12.8	54.2	54.2
Volume/Cap:	0.48	0.24	0.24	0.41	0.48	0.48	0.12	0.48	0.48	0.48	0.35	0.35
Delay/Veh:	73.9	55.1	55.1	46.0	35.6	35.6	57.6	33.0	33.0	67.8	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.9	55.1	55.1	46.0	35.6	35.6	57.6	33.0	33.0	67.8	35.2	35.2
LOS by Move:	E	E	E	D	D	D	E	C	C	E	D	D
DesignQueue:	3	5	5	13	19	19	2	19	19	6	13	13

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3534: Fourth St and Hedding St (P)



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	39	103	36	193	610	60	28	612	89	72	421	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:	39	103	36	193	610	60	28	612	89	72	421	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	11	38	50	43	163	17	3	159	16	39	92	8
Initial Fut:	50	141	86	236	773	77	31	771	105	111	513	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:	50	141	86	236	773	77	31	771	105	111	513	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	141	86	236	773	77	31	771	105	111	513	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:	50	141	86	236	773	77	31	771	105	111	513	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.22	0.78	1.00	1.81	0.19	1.00	1.75	0.25	1.00	1.83	0.17
Final Sat.:	1750	2297	1401	1750	3365	335	1750	3256	443	1750	3401	298

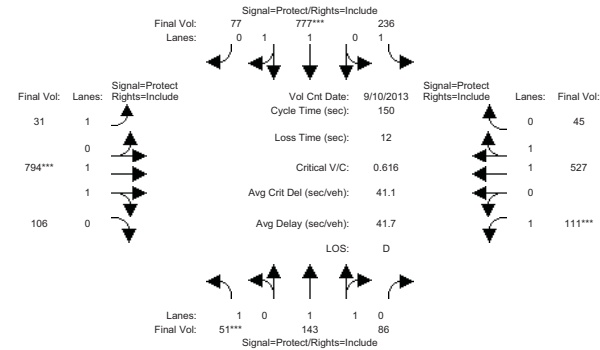
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.13	0.23	0.23	0.02	0.24	0.24	0.06	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.1	21.1	21.1	42.7	56.8	56.8	17.5	58.5	58.5	15.7	56.6	56.6
Volume/Cap:	0.61	0.44	0.44	0.47	0.61	0.61	0.15	0.61	0.61	0.61	0.40	0.40
Delay/Veh:	82.5	59.6	59.6	45.1	38.4	38.4	59.9	37.3	37.3	70.0	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.5	59.6	59.6	45.1	38.4	38.4	59.9	37.3	37.3	70.0	34.4	34.4
LOS by Move:	F	E	E	D	D	D	D	E	D	E	C	C
DesignQueue:	4	8	8	16	24	24	2	24	24	9	15	15

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj PM

Intersection #3534: Fourth St and Hedding St (P)



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	39	103	36	193	610	60	28	612	89	72	421	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:	39	103	36	193	610	60	28	612	89	72	421	37
Added Vol:	1	2	0	0	4	0	0	23	1	0	14	0
ATI:	11	38	50	43	163	17	3	159	16	39	92	8
Initial Fut:	51	143	86	236	777	77	31	794	106	111	527	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:	51	143	86	236	777	77	31	794	106	111	527	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	143	86	236	777	77	31	794	106	111	527	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:	51	143	86	236	777	77	31	794	106	111	527	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.23	0.77	1.00	1.81	0.19	1.00	1.76	0.24	1.00	1.84	0.16
Final Sat.:	1750	2309	1389	1750	3366	334	1750	3264	436	1750	3409	291

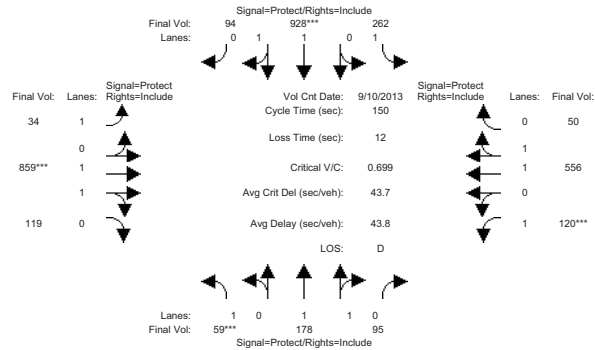
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.13	0.23	0.23	0.02	0.24	0.24	0.06	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.1	20.9	20.9	42.4	56.2	56.2	17.3	59.2	59.2	15.4	57.4	57.4
Volume/Cap:	0.62	0.44	0.44	0.48	0.62	0.62	0.15	0.62	0.62	0.62	0.40	0.40
Delay/Veh:	83.3	59.8	59.8	45.4	39.0	39.0	60.1	37.1	37.1	70.7	34.0	34.0
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:	83.3	59.8	59.8	45.4	39.0	39.0	60.1	37.1	37.1	70.7	34.0	34.0
LOS by Move:	F	E	E	D	D	D	E	D	D	E	C	C
DesignQueue:	4	9	9	16	24	24	2	25	25	9	16	16

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3534: Fourth St and Hedding St (P)



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	5:00-6:00PM							
Base Vol:	39	103	36	193	610	60	28	612	89	72	421	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:	39	103	36	193	610	60	28	612	89	72	421	37	
Added Vol:	1	2	0	0	4	0	0	23	1	0	14	0	
ATI+CumTrip:	19	73	59	69	314	34	6	224	29	48	121	13	
Initial Fut:	59	178	95	262	928	94	34	859	119	120	556	50	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	59	178	95	262	928	94	34	859	119	120	556	50	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	59	178	95	262	928	94	34	859	119	120	556	50	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	59	178	95	262	928	94	34	859	119	120	556	50	

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.28	0.72	1.00	1.81	0.19	1.00	1.75	0.25	1.00	1.83	0.17
Final Sat.:	1750	2412	1287	1750	3359	340	1750	3249	450	1750	3394	305

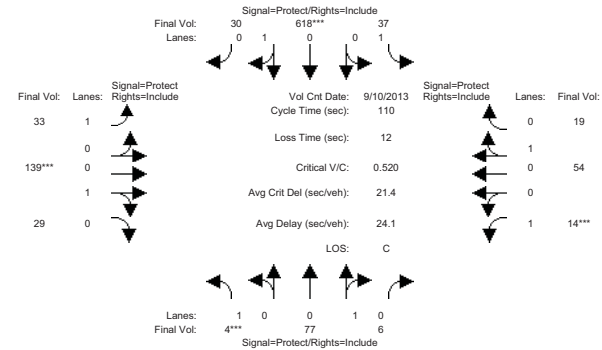
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.15	0.28	0.28	0.02	0.26	0.26	0.07	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	7.2	22.0	22.0	44.6	59.3	59.3	15.8	56.7	56.7	14.7	55.6	55.6
Volume/Cap:	0.70	0.50	0.50	0.50	0.70	0.70	0.18	0.70	0.70	0.70	0.44	0.44
Delay/Veh:	93.1	59.8	59.8	44.4	39.4	39.4	61.7	41.0	41.0	77.5	35.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.1	59.8	59.8	44.4	39.4	39.4	61.7	41.0	41.0	77.5	35.7	35.7
LOS by Move:	F	E	E	D	D	D	E	D	D	E	D	D
DesignQueue:	5	10	10	17	28	28	3	28	28	10	17	17

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3535: Fourth St and Jackson St (P)



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	4	77	6	37	618	30	33	139	29	14	54	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:	4	77	6	37	618	30	33	139	29	14	54	19
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:	4	77	6	37	618	30	33	139	29	14	54	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:	4	77	6	37	618	30	33	139	29	14	54	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	77	6	37	618	30	33	139	29	14	54	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:	4	77	6	37	618	30	33	139	29	14	54	19

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.95	0.05	1.00	0.83	0.17	1.00	0.74	0.26
Final Sat.:	1750	1670	130	1750	1717	83	1750	1489	311	1750	1332	468

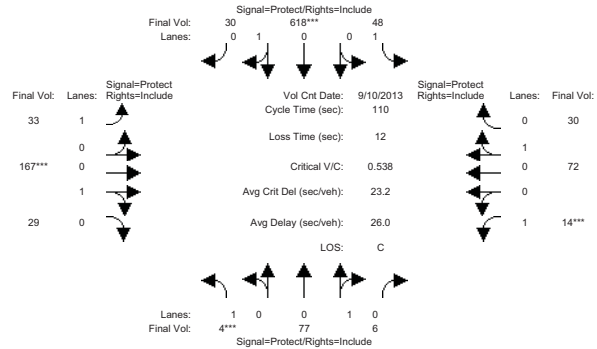
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.02	0.36	0.36	0.02	0.09	0.09	0.01	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	7.0	43.4	43.4	30.3	66.7	66.7	10.0	17.3	17.3	7.0	14.3	14.3
Volume/Cap:	0.04	0.12	0.12	0.08	0.59	0.59	0.21	0.59	0.59	0.13	0.31	0.31
Delay/Veh:	48.5	21.2	21.2	29.5	14.2	14.2	47.0	46.5	46.5	49.1	44.2	44.2
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:	48.5	21.2	21.2	29.5	14.2	14.2	47.0	46.5	46.5	49.1	44.2	44.2
LOS by Move:	D	C	C	C	B	B	D	D	D	D	D	D
DesignQueue:	0	3	3	2	18	18	2	9	9	1	4	4

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj PM

Intersection #3535: Fourth St and Jackson St (P)



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	5:00-6:00PM							
Base Vol:		4	77	6	37	618	30	33	139	29	14	54	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	1.00
Initial Bse:		4	77	6	37	618	30	33	139	29	14	54	19
Added Vol:		0	0	0	11	0	0	0	28	0	0	18	11
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:		4	77	6	48	618	30	33	167	29	14	72	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:		4	77	6	48	618	30	33	167	29	14	72	30
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		4	77	6	48	618	30	33	167	29	14	72	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:		4	77	6	48	618	30	33	167	29	14	72	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.95	0.05	1.00	0.85	0.15	1.00	0.71	0.29
Final Sat.:	1750	1670	130	1750	1717	83	1750	1534	266	1750	1271	529

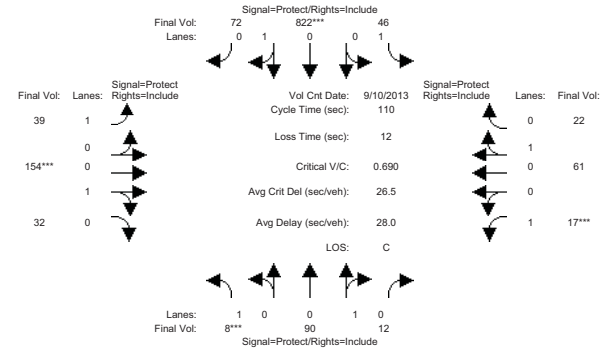
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.03	0.36	0.36	0.02	0.11	0.11	0.01	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	7.0	42.1	42.1	29.4	64.5	64.5	10.9	19.5	19.5	7.0	15.6	15.6
Volume/Cap:	0.04	0.12	0.12	0.10	0.61	0.61	0.19	0.61	0.61	0.13	0.40	0.40
Delay/Veh:	48.5	22.1	22.1	30.4	15.8	15.8	46.0	45.3	45.3	49.1	44.0	44.0
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:	48.5	22.1	22.1	30.4	15.8	15.8	46.0	45.3	45.3	49.1	44.0	44.0
LOS by Move:	D	C	C	C	B	B	D	D	D	D	D	D
DesignQueue:	0	3	3	2	19	19	2	11	11	1	6	6

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3535: Fourth St and Jackson St (P)



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	4	77	6	37	618	30	33	139	29	14	54	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:	4	77	6	37	618	30	33	139	29	14	54	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	13	6	9	204	42	6	15	3	3	7	3
Initial Fut:	8	90	12	46	822	72	39	154	32	17	61	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	90	12	46	822	72	39	154	32	17	61	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	90	12	46	822	72	39	154	32	17	61	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	90	12	46	822	72	39	154	32	17	61	22

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.88	0.12	1.00	0.92	0.08	1.00	0.83	0.17	1.00	0.73	0.27
Final Sat.:	1750	1588	212	1750	1655	145	1750	1490	310	1750	1323	477

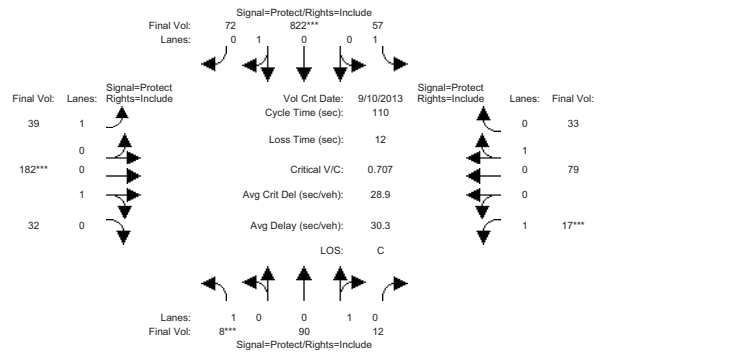
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.03	0.50	0.50	0.02	0.10	0.10	0.01	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	7.0	45.0	45.0	31.5	69.5	69.5	8.8	14.5	14.5	7.0	12.6	12.6
Volume/Cap:	0.07	0.14	0.14	0.09	0.79	0.79	0.28	0.79	0.79	0.15	0.40	0.40
Delay/Veh:	48.7	20.4	20.4	28.8	18.5	18.5	48.7	62.1	62.1	49.3	46.5	46.5
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:	48.7	20.4	20.4	28.8	18.5	18.5	48.7	62.1	62.1	49.3	46.5	46.5
LOS by Move:	D	C	C	C	B	B	D	E	E	D	D	D
DesignQueue:	0	4	4	2	24	24	2	11	11	1	5	5

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj PM

Intersection #3535: Fourth St and Jackson St (P)



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

Volume Module: >>	Count	Date:	10 Sep 2013	<<	5:00-6:00PM							
Base Vol:	4	77	6	37	618	30	33	139	29	14	54	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:	4	77	6	37	618	30	33	139	29	14	54	19
Added Vol:	0	0	0	11	0	0	0	28	0	0	18	11
ATI:	4	13	6	9	204	42	6	15	3	3	7	3
Initial Fut:	8	90	12	57	822	72	39	182	32	17	79	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	90	12	57	822	72	39	182	32	17	79	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	90	12	57	822	72	39	182	32	17	79	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	90	12	57	822	72	39	182	32	17	79	33

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.88	0.12	1.00	0.92	0.08	1.00	0.85	0.15	1.00	0.71	0.29
Final Sat.:	1750	1588	212	1750	1655	145	1750	1531	269	1750	1270	530

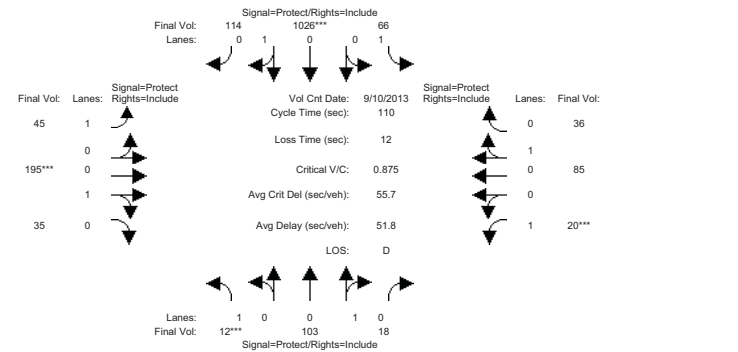
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.03	0.50	0.50	0.02	0.12	0.12	0.01	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	7.0	44.0	44.0	30.8	67.8	67.8	9.6	16.2	16.2	7.0	13.7	13.7
Volume/Cap:	0.07	0.14	0.14	0.12	0.81	0.81	0.26	0.81	0.81	0.15	0.50	0.50
Delay/Veh:	48.7	21.1	21.1	29.6	20.5	20.5	47.8	61.7	61.7	49.3	46.8	46.8
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:	48.7	21.1	21.1	29.6	20.5	20.5	47.8	61.7	61.7	49.3	46.8	46.8
LOS by Move:	D	C	C	C	C	C	D	E	E	D	D	D
DesignQueue:	0	4	4	3	25	25	2	12	12	1	6	6

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3535: Fourth St and Jackson St (P)



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

Volume Module: >>	Count	Date: 10 Sep 2013	<<	5:00-6:00PM								
Base Vol:	4	77	6	37	618	30	33	139	29	14	54	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:	4	77	6	37	618	30	33	139	29	14	54	19
Added Vol:	0	0	0	11	0	0	0	28	0	0	18	11
ATI+CumTrip:	8	26	12	18	408	84	12	28	6	6	13	6
Initial Fut:	12	103	18	66	1026	114	45	195	35	20	85	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:	12	103	18	66	1026	114	45	195	35	20	85	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	103	18	66	1026	114	45	195	35	20	85	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:	12	103	18	66	1026	114	45	195	35	20	85	36

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.85	0.15	1.00	0.90	0.10	1.00	0.85	0.15	1.00	0.70	0.30
Final Sat.:	1750	1532	268	1750	1620	180	1750	1526	274	1750	1264	536

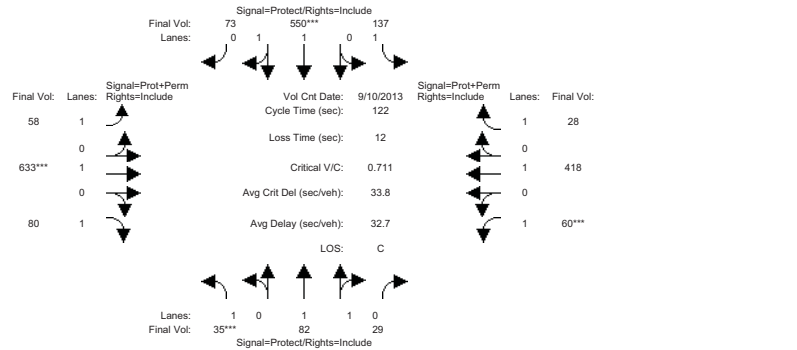
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.04	0.63	0.63	0.03	0.13	0.13	0.01	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	7.0	45.2	45.2	31.7	69.9	69.9	8.7	14.1	14.1	7.0	12.4	12.4
Volume/Cap:	0.11	0.16	0.16	0.13	1.00	1.00	0.33	1.00	1.00	0.18	0.60	0.60
Delay/Veh:	49.0	20.5	20.5	29.1	45.7	45.7	49.3	106	106.2	49.6	51.2	51.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	20.5	20.5	29.1	45.7	45.7	49.3	106	106.2	49.6	51.2	51.2
LOS by Move:	D	C	C	C	D	D	D	F	F	D	D	D
DesignQueue:	1	5	5	3	31	31	3	13	13	1	7	7

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3544: Fourth St and Taylor St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	35	82	29	137	550	73	58	633	80	60	418	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	82	29	137	550	73	58	633	80	60	418	28
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:	35	82	29	137	550	73	58	633	80	60	418	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	82	29	137	550	73	58	633	80	60	418	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	82	29	137	550	73	58	633	80	60	418	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	82	29	137	550	73	58	633	80	60	418	28

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.46	0.54	1.00	1.76	0.24	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2733	966	1750	3266	434	1750	1900	1750	1750	1900	1750

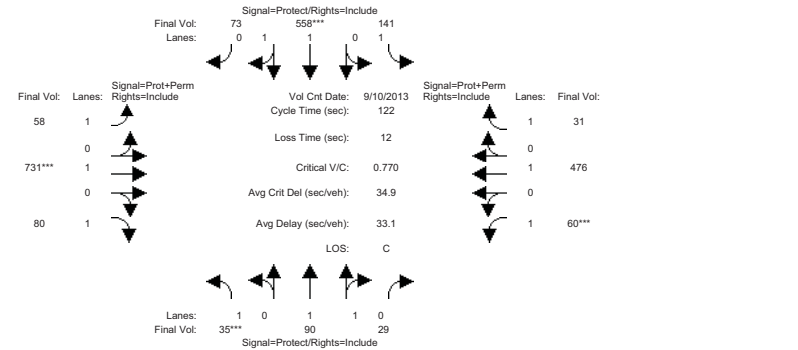
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.08	0.17	0.17	0.00	0.33	0.05	0.00	0.22	0.02
Crit Moves:	****			****			****		****			
Green Time:	7.0	20.1	20.1	19.2	32.2	32.2	14.6	63.8	63.8	7.0	56.1	56.1
Volume/Cap:	0.35	0.18	0.18	0.50	0.64	0.64	0.28	0.64	0.09	0.60	0.48	0.03
Delay/Veh:	57.4	44.0	44.0	48.4	41.1	41.1	49.6	22.2	14.6	65.6	23.2	18.1
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:	57.4	44.0	44.0	48.4	41.1	41.1	49.6	22.2	14.6	65.6	23.2	18.1
LOS by Move:	E	D	D	D	D	D	D	C	B	E	C	B
DesignQueue:	2	3	3	9	17	17	4	22	3	4	16	1

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj PM

Intersection #3544: Fourth St and Taylor St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	35	82	29	137	550	73	58	633	80	60	418	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	82	29	137	550	73	58	633	80	60	418	28
Added Vol:	0	8	0	4	8	0	0	98	0	0	58	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	90	29	141	558	73	58	731	80	60	476	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:	35	90	29	141	558	73	58	731	80	60	476	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	90	29	141	558	73	58	731	80	60	476	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:	35	90	29	141	558	73	58	731	80	60	476	31

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.50	0.50	1.00	1.76	0.24	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2798	901	1750	3272	428	1750	1900	1750	1750	1900	1750

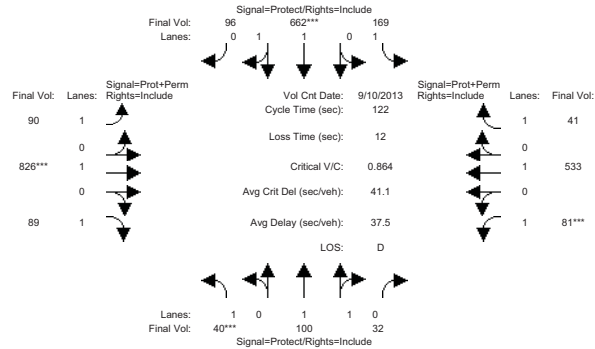
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.08	0.17	0.17	0.00	0.38	0.05	0.00	0.25	0.02
Crit Moves:	****			****			****		****			
Green Time:	7.0	18.4	18.4	18.1	29.5	29.5	13.7	66.5	66.5	7.0	59.8	59.8
Volume/Cap:	0.35	0.21	0.21	0.54	0.71	0.71	0.30	0.71	0.08	0.60	0.51	0.04
Delay/Veh:	57.4	45.6	45.6	50.5	44.9	44.9	50.6	22.8	13.3	65.6	21.6	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	45.6	45.6	50.5	44.9	44.9	50.6	22.8	13.3	65.6	21.6	16.2
LOS by Move:	E	D	D	D	D	D	D	C	B	E	C	B
DesignQueue:	2	4	4	9	17	17	4	25	3	4	17	1

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3544: Fourth St and Taylor St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	35	82	29	137	550	73	58	633	80	60	418	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	82	29	137	550	73	58	633	80	60	418	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	18	3	32	112	23	32	193	9	21	115	13
Initial Fut:	40	100	32	169	662	96	90	826	89	81	533	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	100	32	169	662	96	90	826	89	81	533	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	100	32	169	662	96	90	826	89	81	533	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	100	32	169	662	96	90	826	89	81	533	41

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.50	0.50	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2802	897	1750	3231	469	1750	1900	1750	1750	1900	1750

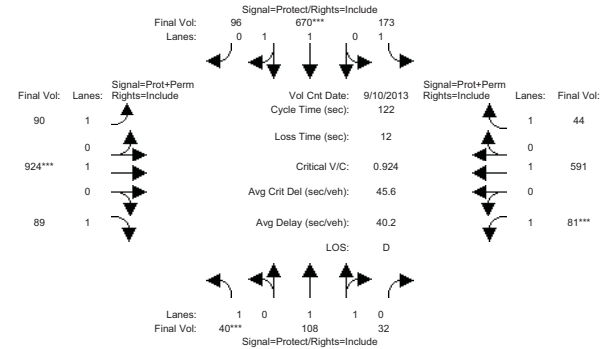
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.10	0.20	0.20	0.00	0.43	0.05	0.00	0.28	0.02
Crit Moves:	****			****			****		****			
Green Time:	7.0	17.3	17.3	20.4	30.8	30.8	12.3	65.2	65.2	7.0	60.0	60.0
Volume/Cap:	0.40	0.25	0.25	0.58	0.81	0.81	0.51	0.81	0.10	0.81	0.57	0.05
Delay/Veh:	58.1	46.8	46.8	49.6	48.4	48.4	54.5	28.4	14.0	93.3	22.8	16.2
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:	58.1	46.8	46.8	49.6	48.4	48.4	54.5	28.4	14.0	93.3	22.8	16.2
LOS by Move:	E	D	D	D	D	D	D	C	B	F	C	B
DesignQueue:	3	4	4	11	21	21	6	29	3	6	20	2

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj PM

Intersection #3544: Fourth St and Taylor St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	35	82	29	137	550	73	58	633	80	60	418	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	82	29	137	550	73	58	633	80	60	418	28
Added Vol:	0	8	0	4	8	0	0	98	0	0	58	3
ATI:	5	18	3	32	112	23	32	193	9	21	115	13
Initial Fut:	40	108	32	173	670	96	90	924	89	81	591	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	108	32	173	670	96	90	924	89	81	591	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	108	32	173	670	96	90	924	89	81	591	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	108	32	173	670	96	90	924	89	81	591	44

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.53	0.47	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2854	846	1750	3236	464	1750	1900	1750	1750	1900	1750

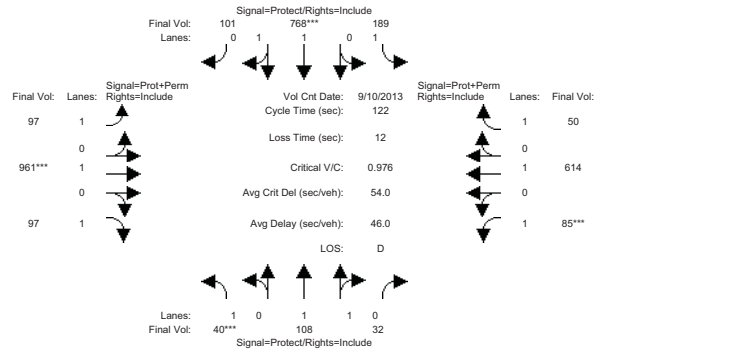
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.10	0.21	0.21	0.00	0.49	0.05	0.00	0.31	0.03
Crit Moves:	****			****			****		****			
Green Time:	7.0	16.2	16.2	19.5	28.7	28.7	11.6	67.3	67.3	7.0	62.8	62.8
Volume/Cap:	0.40	0.29	0.29	0.62	0.88	0.88	0.54	0.88	0.09	0.81	0.60	0.05
Delay/Veh:	58.1	48.0	48.0	52.0	55.4	55.4	56.3	32.7	12.9	93.3	22.0	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:	58.1	48.0	48.0	52.0	55.4	55.4	56.3	32.7	12.9	93.3	22.0	14.8
LOS by Move:	E	D	D	D	E	E	E	C	B	F	C	B
DesignQueue:	3	4	4	11	21	21	6	31	3	6	21	2

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3544: Fourth St and Taylor St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	35	82	29	137	550	73	58	633	80	60	418	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	82	29	137	550	73	58	633	80	60	418	28
Added Vol:	0	8	0	4	8	0	0	98	0	0	58	3
ATI+CumTrip:	5	18	3	48	210	28	39	230	17	25	138	19
Initial Fut:	40	108	32	189	768	101	97	961	97	85	614	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	108	32	189	768	101	97	961	97	85	614	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	108	32	189	768	101	97	961	97	85	614	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	108	32	189	768	101	97	961	97	85	614	50

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.53	0.47	1.00	1.76	0.24	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2854	846	1750	3270	430	1750	1900	1750	1750	1900	1750

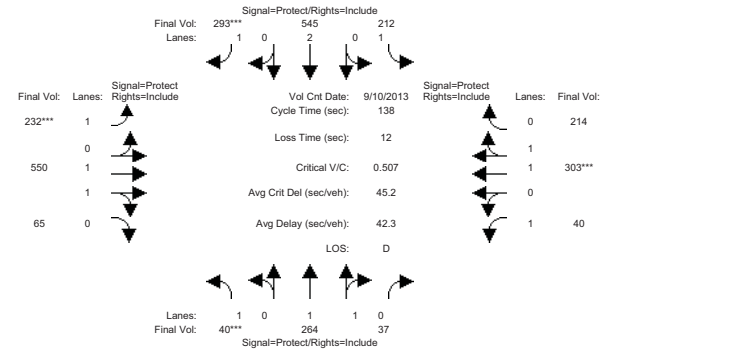
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.11	0.23	0.23	0.00	0.51	0.06	0.00	0.32	0.03
Crit Moves:	****			****			****		****			
Green Time:	7.0	16.2	16.2	21.3	30.4	30.4	10.9	65.6	65.6	7.0	61.6	61.6
Volume/Cap:	0.40	0.29	0.29	0.62	0.94	0.94	0.62	0.94	0.10	0.85	0.64	0.06
Delay/Veh:	58.1	48.0	48.0	50.4	62.1	62.1	60.8	42.4	13.9	102.1	23.5	15.4
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:	58.1	48.0	48.0	50.4	62.1	62.1	60.8	42.4	13.9	102.1	23.5	15.4
LOS by Move:	E	D	D	D	E	E	D	B	B	F	C	B
DesignQueue:	3	4	4	12	24	24	7	34	3	6	22	2

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3576: 13th St and Hedding St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	4:30-5:30PM						
Base Vol:	40	264	37	212	545	293	232	550	65	40	303	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	264	37	212	545	293	232	550	65	40	303	214
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:	40	264	37	212	545	293	232	550	65	40	303	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	264	37	212	545	293	232	550	65	40	303	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	264	37	212	545	293	232	550	65	40	303	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	264	37	212	545	293	232	550	65	40	303	214

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	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.78	0.22	1.00	1.15	0.85
Final Sat.:	1750	3245	455	1750	3800	1750	1750	3309	391	1750	2167	1531

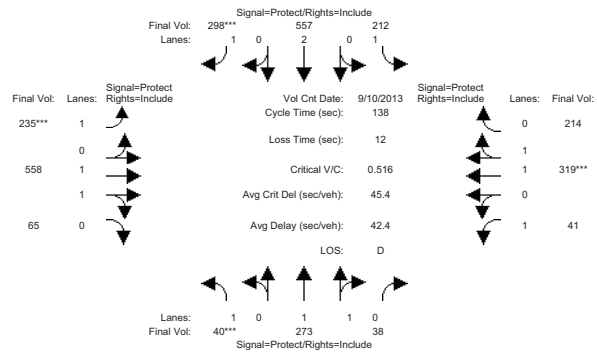
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.12	0.14	0.17	0.13	0.17	0.17	0.02	0.14	0.14
Crit Moves:	****			****			****		****			
Green Time:	7.0	21.0	21.0	31.3	45.3	45.3	35.9	56.5	56.5	17.2	37.8	37.8
Volume/Cap:	0.45	0.53	0.53	0.53	0.44	0.51	0.51	0.41	0.41	0.18	0.51	0.51
Delay/Veh:	79.3	57.6	57.6	52.0	37.5	40.6	47.6	29.7	29.7	55.9	44.1	44.1
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:	79.3	57.6	57.6	52.0	37.5	40.6	47.6	29.7	29.7	55.9	44.1	44.1
LOS by Move:	E	E	E	D	D	D	D	C	C	E	D	D
DesignQueue:	3	10	10	14	14	17	15	15	15	3	15	15

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj PM

Intersection #3576: 13th St and Hedding St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	4:30-5:30PM						
Base Vol:	40	264	37	212	545	293	232	550	65	40	303	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	264	37	212	545	293	232	550	65	40	303	214
Added Vol:	0	9	1	0	12	5	3	8	0	1	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	273	38	212	557	298	235	558	65	41	319	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	273	38	212	557	298	235	558	65	41	319	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	273	38	212	557	298	235	558	65	41	319	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	273	38	212	557	298	235	558	65	41	319	214

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	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.79	0.21	1.00	1.18	0.82
Final Sat.:	1750	3248	452	1750	3800	1750	1750	3314	386	1750	2213	1485

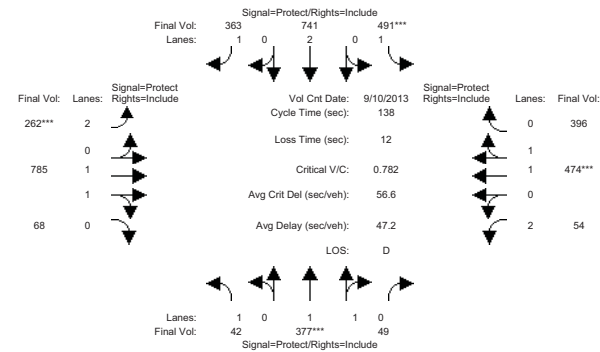
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.12	0.15	0.17	0.13	0.17	0.17	0.02	0.14	0.14
Crit Moves:	****			****		****				****		
Green Time:	7.0	21.4	21.4	30.8	45.2	45.2	35.6	56.7	56.7	17.1	38.2	38.2
Volume/Cap:	0.45	0.54	0.54	0.54	0.45	0.52	0.52	0.41	0.41	0.19	0.52	0.52
Delay/Veh:	79.3	57.5	57.5	52.7	37.8	41.0	48.1	29.6	29.6	56.2	44.0	44.0
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:	79.3	57.5	57.5	52.7	37.8	41.0	48.1	29.6	29.6	56.2	44.0	44.0
LOS by Move:	E	E	E	D	D	D	D	C	C	E	D	D
DesignQueue:	3	11	11	14	15	17	15	15	15	3	16	16

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3576: 13th St and Hedding St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	4:30-5:30PM						
Base Vol:	40	264	37	212	545	293	232	550	65	40	303	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	264	37	212	545	293	232	550	65	40	303	214
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	113	12	279	196	70	30	235	3	14	171	182
Initial Fut:	42	377	49	491	741	363	262	785	68	54	474	396
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	377	49	491	741	363	262	785	68	54	474	396
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	377	49	491	741	363	262	785	68	54	474	396
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	377	49	491	741	363	262	785	68	54	474	396

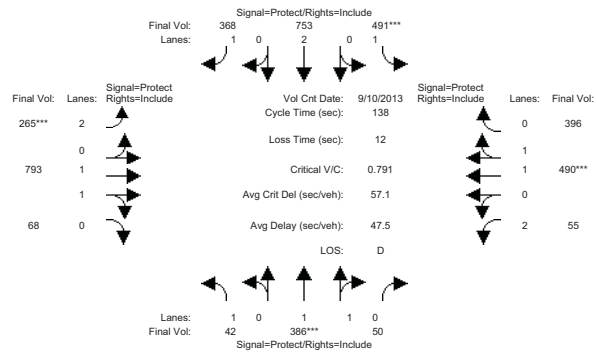
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.95
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	2.00	1.84	0.16	2.00	1.06	0.94
Final Sat.:	1750	3274	426	1750	3800	1750	3150	3405	295	3150	2015	1683

Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.28	0.20	0.21	0.08	0.23	0.23	0.02	0.24	0.24
Crit Moves:	****			****		****				****		
Green Time:	13.7	20.3	20.3	49.5	56.1	56.1	14.7	46.1	46.1	10.1	41.5	41.5
Volume/Cap:	0.24	0.78	0.78	0.78	0.48	0.51	0.78	0.69	0.69	0.23	0.78	0.78
Delay/Veh:	60.6	67.4	67.4	48.8	31.3	33.3	76.6	43.0	43.0	62.6	49.6	49.6
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:	60.6	67.4	67.4	48.8	31.3	33.3	76.6	43.0	43.0	62.6	49.6	49.6
LOS by Move:	E	E	E	D	C	C	E	D	D	E	D	D
DesignQueue:	3	15	15	28	18	19	11	24	24	2	25	25

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj PM

Intersection #3576: 13th St and Hedding St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	4:30-5:30PM							
Base Vol:		40	264	37	212	545	293	232	550	65	40	303	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	264	37	212	545	293	232	550	65	40	303	214	214
Added Vol:	0	9	1	0	12	5	3	8	0	1	16	0	
ATI:	2	113	12	279	196	70	30	235	3	14	171	182	
Initial Fut:	42	386	50	491	753	368	265	793	68	55	490	396	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	386	50	491	753	368	265	793	68	55	490	396	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	42	386	50	491	753	368	265	793	68	55	490	396	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	386	50	491	753	368	265	793	68	55	490	396	

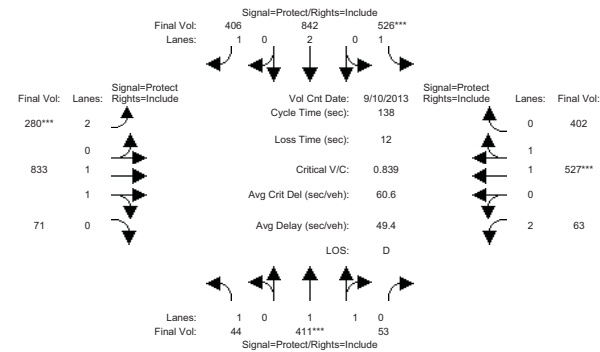
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	2.00	1.84	0.16	2.00	1.08	0.92
Final Sat.:	1750	3275	424	1750	3800	1750	3150	3408	292	3150	2045	1653

Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.12	0.28	0.20	0.21	0.08	0.23	0.23	0.02	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.5	20.6	20.6	49.0	56.0	56.0	14.7	46.4	46.4	10.1	41.8	41.8
Volume/Cap:	0.25	0.79	0.79	0.79	0.49	0.52	0.79	0.69	0.69	0.24	0.79	0.79
Delay/Veh:	60.9	67.7	67.7	49.9	31.5	33.5	77.3	42.8	42.8	62.7	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:	60.9	67.7	67.7	49.9	31.5	33.5	77.3	42.8	42.8	62.7	49.8	49.8
LOS by Move:	E	E	E	D	C	C	E	D	D	E	D	D
DesignQueue:	3	15	15	28	18	19	11	24	24	2	26	26

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3576: 13th St and Hedding St



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	4:30-5:30PM						
Base Vol:	40	264	37	212	545	293	232	550	65	40	303	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	264	37	212	545	293	232	550	65	40	303	214
Added Vol:	0	9	1	0	12	5	3	8	0	1	16	0
ATI+CumTrip:	4	138	15	314	285	108	45	275	6	22	208	188
Initial Fut:	44	411	53	526	842	406	280	833	71	63	527	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	411	53	526	842	406	280	833	71	63	527	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	411	53	526	842	406	280	833	71	63	527	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	411	53	526	842	406	280	833	71	63	527	402

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	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	1.77	0.23	1.00	2.00	1.00	2.00	1.84	0.16	2.00	1.11	0.89
Final Sat.:	1750	3277	423	1750	3800	1750	3150	3409	291	3150	2098	1600

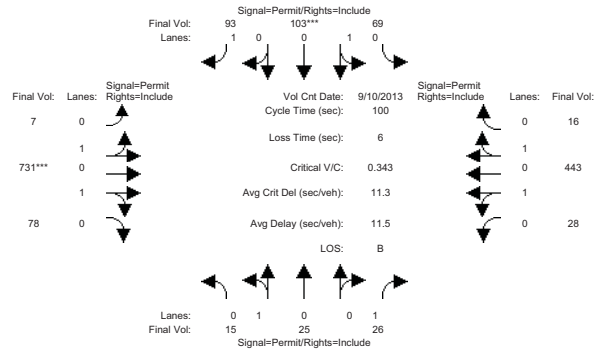
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.30	0.22	0.23	0.09	0.24	0.24	0.02	0.25	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.6	20.6	20.6	49.4	57.5	57.5	14.6	46.3	46.3	9.6	41.3	41.3
Volume/Cap:	0.28	0.84	0.84	0.84	0.53	0.56	0.84	0.73	0.73	0.29	0.84	0.84
Delay/Veh:	62.7	71.3	71.3	53.4	31.5	33.6	82.2	44.1	44.1	64.2	52.9	52.9
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:	62.7	71.3	71.3	53.4	31.5	33.6	82.2	44.1	44.1	64.2	52.9	52.9
LOS by Move:	E	E	E	D	C	C	F	D	D	E	D	D
DesignQueue:	3	16	16	30	20	21	12	25	25	3	27	27

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3580: Seventh St and Hedding St



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	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:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	15	25	26	69	103	93	7	731	78	28	443	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	25	26	69	103	93	7	731	78	28	443	16
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:	15	25	26	69	103	93	7	731	78	28	443	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	25	26	69	103	93	7	731	78	28	443	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	25	26	69	103	93	7	731	78	28	443	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	25	26	69	103	93	7	731	78	28	443	16

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.37	0.63	1.00	0.40	0.60	1.00	0.02	1.79	0.19	0.11	1.82	0.07
Final Sat.:	675	1125	1750	722	1078	1750	31	3225	344	207	3275	118

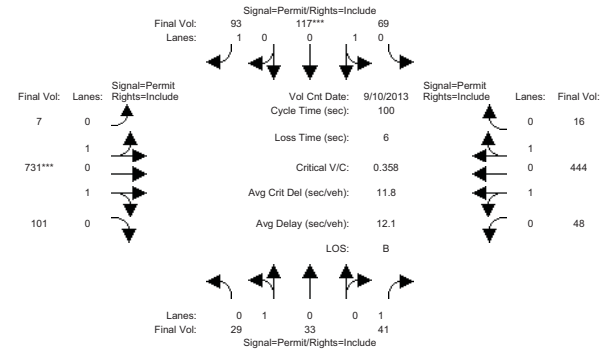
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.10	0.10	0.05	0.23	0.23	0.23	0.14	0.14	0.14
Crit Moves:				****								
Green Time:	27.9	27.9	27.9	27.9	27.9	27.9	66.1	66.1	66.1	66.1	66.1	66.1
Volume/Cap:	0.08	0.08	0.05	0.34	0.34	0.19	0.34	0.34	0.34	0.20	0.20	0.20
Delay/Veh:	26.7	26.7	26.4	29.2	29.2	27.7	7.5	7.5	7.5	6.7	6.7	6.7
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:	26.7	26.7	26.4	29.2	29.2	27.7	7.5	7.5	7.5	6.7	6.7	6.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
DesignQueue:	2	2	1	7	7	4	9	9	9	5	5	5

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj PM

Intersection #3580: Seventh St and Hedding St



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	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:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	15	25	26	69	103	93	7	731	78	28	443	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	25	26	69	103	93	7	731	78	28	443	16
Added Vol:	14	8	15	0	14	0	0	0	23	20	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	33	41	69	117	93	7	731	101	48	444	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	33	41	69	117	93	7	731	101	48	444	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	33	41	69	117	93	7	731	101	48	444	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	33	41	69	117	93	7	731	101	48	444	16

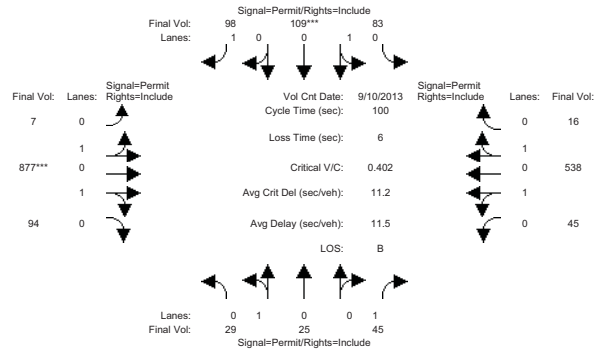
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.47	0.53	1.00	0.37	0.63	1.00	0.02	1.74	0.24	0.19	1.75	0.06
Final Sat.:	842	958	1750	668	1132	1750	30	3137	433	340	3146	113

Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.02	0.10	0.10	0.05	0.23	0.23	0.23	0.14	0.14	0.14
Crit Moves:				****								
Green Time:	28.9	28.9	28.9	28.9	28.9	28.9	65.1	65.1	65.1	65.1	65.1	65.1
Volume/Cap:	0.12	0.12	0.08	0.36	0.36	0.18	0.36	0.36	0.36	0.22	0.22	0.22
Delay/Veh:	26.3	26.3	26.0	28.6	28.6	26.9	8.0	8.0	8.0	7.1	7.1	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:	26.3	26.3	26.0	28.6	28.6	26.9	8.0	8.0	8.0	7.1	7.1	7.1
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
DesignQueue:	3	3	2	8	8	4	9	9	9	5	5	5

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3580: Seventh St and Hedding St



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	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:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	15	25	26	69	103	93	7	731	78	28	443	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	25	26	69	103	93	7	731	78	28	443	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	14	0	19	14	6	5	0	146	16	17	95	0
Initial Fut:	29	25	45	83	109	98	7	877	94	45	538	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	25	45	83	109	98	7	877	94	45	538	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	25	45	83	109	98	7	877	94	45	538	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	25	45	83	109	98	7	877	94	45	538	16

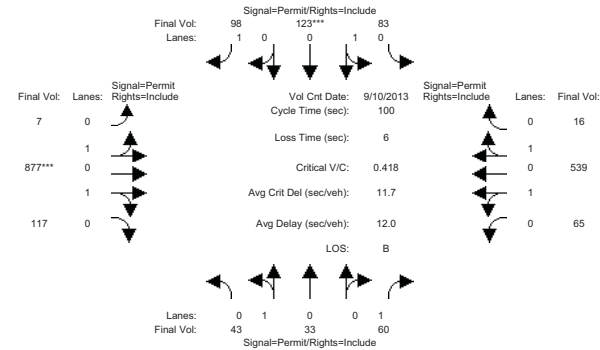
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.54	0.46	1.00	0.43	0.57	1.00	0.01	1.80	0.19	0.15	1.80	0.05
Final Sat.:	967	833	1750	778	1022	1750	26	3228	346	270	3233	96

Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.11	0.11	0.06	0.27	0.27	0.27	0.17	0.17	0.17
Crit Moves:	0.03	0.03	0.03	0.11	0.11	0.06	0.27	0.27	0.27	0.17	0.17	0.17
Green Time:	26.5	26.5	26.5	26.5	26.5	26.5	67.5	67.5	67.5	67.5	67.5	67.5
Volume/Cap:	0.11	0.11	0.10	0.40	0.40	0.21	0.40	0.40	0.40	0.25	0.25	0.25
Delay/Veh:	28.0	28.0	27.8	30.8	30.8	28.8	7.4	7.4	7.4	6.4	6.4	6.4
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:	28.0	28.0	27.8	30.8	30.8	28.8	7.4	7.4	7.4	6.4	6.4	6.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
DesignQueue:	2	2	2	8	8	4	10	10	10	6	6	6

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj PM

Intersection #3580: Seventh St and Hedding St



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	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:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	15	25	26	69	103	93	7	731	78	28	443	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	25	26	69	103	93	7	731	78	28	443	16
Added Vol:	14	8	15	0	14	0	0	0	23	20	1	0
ATI:	14	0	19	14	6	5	0	146	16	17	95	0
Initial Fut:	43	33	60	83	123	98	7	877	117	65	539	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	33	60	83	123	98	7	877	117	65	539	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	33	60	83	123	98	7	877	117	65	539	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	33	60	83	123	98	7	877	117	65	539	16

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.57	0.43	1.00	0.40	0.60	1.00	0.01	1.76	0.23	0.21	1.74	0.05
Final Sat.:	1018	782	1750	725	1075	1750	25	3154	421	377	3130	93

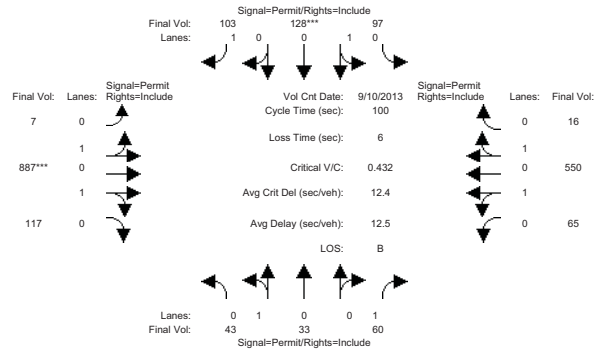
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.11	0.11	0.06	0.28	0.28	0.28	0.17	0.17	0.17
Crit Moves:	0.04	0.04	0.03	0.11	0.11	0.06	0.28	0.28	0.28	0.17	0.17	0.17
Green Time:	27.4	27.4	27.4	27.4	27.4	27.4	66.6	66.6	66.6	66.6	66.6	66.6
Volume/Cap:	0.15	0.15	0.13	0.42	0.42	0.20	0.42	0.42	0.42	0.26	0.26	0.26
Delay/Veh:	27.7	27.7	27.4	30.3	30.3	28.1	7.8	7.8	7.8	6.8	6.8	6.8
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:	27.7	27.7	27.4	30.3	30.3	28.1	7.8	7.8	7.8	6.8	6.8	6.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
DesignQueue:	3	3	3	9	9	4	10	10	10	6	6	6

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3580: Seventh St and Hedding St



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	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:	10 Sep 2013	<<	5:00-6:00PM							
Base Vol:		15	25	26	69	103	93	7	731	78	28	443	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		15	25	26	69	103	93	7	731	78	28	443	16
Added Vol:		14	8	15	0	14	0	0	0	23	20	1	0
ATI+CumTrip:		14	0	19	28	11	10	0	156	16	17	106	0
Initial Fut:		43	33	60	97	128	103	7	887	117	65	550	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:		43	33	60	97	128	103	7	887	117	65	550	16
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		43	33	60	97	128	103	7	887	117	65	550	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:		43	33	60	97	128	103	7	887	117	65	550	16

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.57	0.43	1.00	0.43	0.57	1.00	0.01	1.76	0.23	0.21	1.74	0.05
Final Sat.:	1018	782	1750	776	1024	1750	25	3158	417	371	3138	91

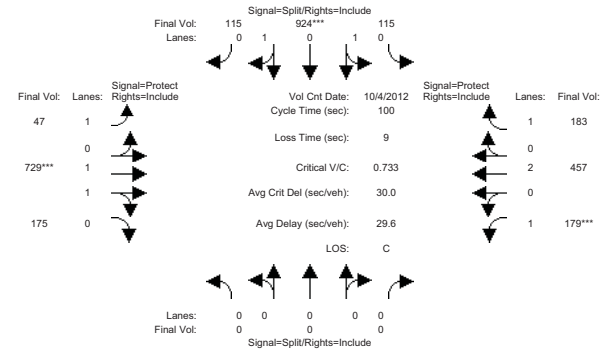
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.13	0.13	0.06	0.28	0.28	0.28	0.18	0.18	0.18
Crit Moves:				****			****					
Green Time:	29.0	29.0	29.0	29.0	29.0	29.0	65.0	65.0	65.0	65.0	65.0	65.0
Volume/Cap:	0.15	0.15	0.12	0.43	0.43	0.20	0.43	0.43	0.27	0.27	0.27	0.27
Delay/Veh:	26.5	26.5	26.2	29.4	29.4	27.0	8.6	8.6	8.6	7.5	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:	26.5	26.5	26.2	29.4	29.4	27.0	8.6	8.6	8.6	7.5	7.5	7.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
DesignQueue:	3	3	3	10	10	4	11	11	11	7	7	7

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3581: Tenth St and Hedding St (P)



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:	4 Oct 2012	<<	4:45-5:45PM						
Base Vol:	0	0	0	115	924	115	47	729	175	179	457	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	115	924	115	47	729	175	179	457	183
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	115	924	115	47	729	175	179	457	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	115	924	115	47	729	175	179	457	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	924	115	47	729	175	179	457	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	115	924	115	47	729	175	179	457	183

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.20	1.60	0.20	1.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	0	0	0	359	2882	359	1750	2983	716	1750	3800	1750

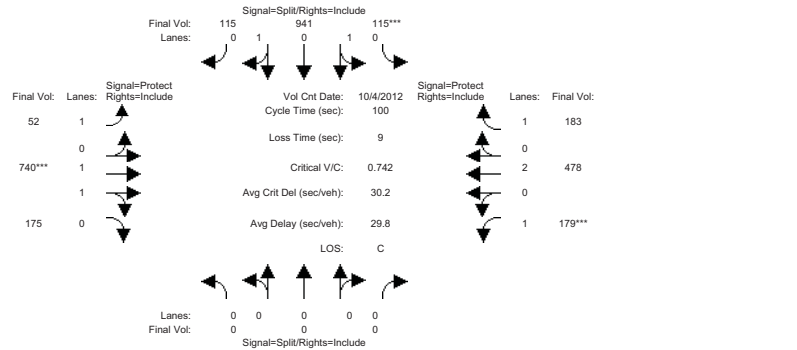
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.32	0.32	0.03	0.24	0.24	0.10	0.12	0.10
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	43.7	43.7	43.7	17.4	33.3	33.3	14.0	29.9	29.9
Volume/Cap:	0.00	0.00	0.00	0.73	0.73	0.73	0.15	0.73	0.73	0.73	0.40	0.35
Delay/Veh:	0.0	0.0	0.0	25.1	25.1	25.1	35.3	31.7	31.7	52.1	28.2	27.9
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	0.0	0.0	25.1	25.1	25.1	35.3	31.7	31.7	52.1	28.2	27.9
LOS by Move:	A	A	A	C	C	C	D	C	D	C	D	C
DesignQueue:	0	0	0	20	20	20	2	18	18	9	9	8

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj PM

Intersection #3581: Tenth St and Hedding St (P)



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:	4 Oct 2012	<<	4:45-5:45PM						
Base Vol:	0	0	0	115	924	115	47	729	175	179	457	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	115	924	115	47	729	175	179	457	183
Added Vol:	0	0	0	0	17	0	5	11	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	115	941	115	52	740	175	179	478	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	115	941	115	52	740	175	179	478	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	941	115	52	740	175	179	478	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	115	941	115	52	740	175	179	478	183

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.20	1.61	0.19	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	0	0	0	354	2893	354	1750	2992	708	1750	3800	1750

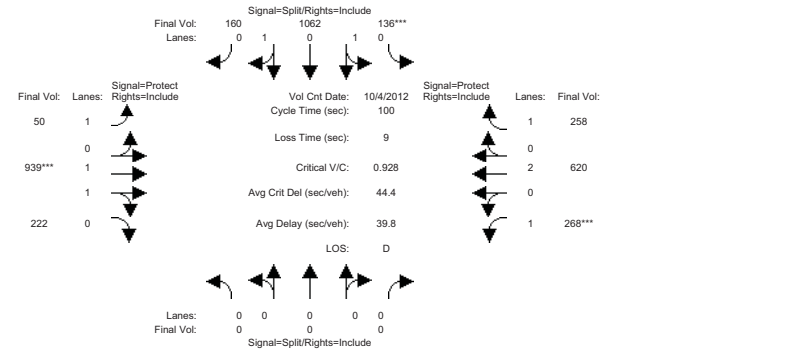
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.33	0.33	0.03	0.25	0.25	0.10	0.13	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	0.0	0.0	43.9	43.9	43.9	16.9	33.3	33.3	13.8	30.3	30.3
Volume/Cap:	0.00	0.00	0.00	0.74	0.74	0.74	0.18	0.74	0.74	0.74	0.42	0.35
Delay/Veh:	0.0	0.0	0.0	25.3	25.3	25.3	35.9	32.0	32.0	53.0	28.0	27.5
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	25.3	25.3	25.3	35.9	32.0	32.0	53.0	28.0	27.5
LOS by Move:	A	A	A	C	C	C	D	C	C	D	C	C
DesignQueue:	0	0	0	21	21	21	3	18	18	10	10	8

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3581: Tenth St and Hedding St (P)



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:	4 Oct 2012	<<	4:45-5:45PM						
Base Vol:	0	0	0	115	924	115	47	729	175	179	457	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	115	924	115	47	729	175	179	457	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	21	138	45	3	210	47	89	163	75
Initial Fut:	0	0	0	136	1062	160	50	939	222	268	620	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	136	1062	160	50	939	222	268	620	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	136	1062	160	50	939	222	268	620	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	136	1062	160	50	939	222	268	620	258

Saturation 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	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.20	1.56	0.24	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	0	0	0	361	2815	424	1750	2992	707	1750	3800	1750

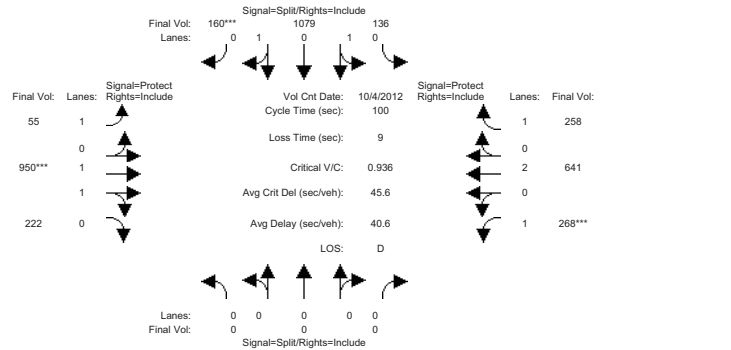
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.38	0.38	0.03	0.31	0.31	0.15	0.16	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	0.0	0.0	40.7	40.7	40.7	15.1	33.8	33.8	16.5	35.2	35.2
Volume/Cap:	0.00	0.00	0.00	0.93	0.93	0.93	0.19	0.93	0.93	0.93	0.46	0.42
Delay/Veh:	0.0	0.0	0.0	38.8	38.8	38.8	37.4	43.8	43.8	75.5	25.3	25.1
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	0.0	0.0	38.8	38.8	38.8	37.4	43.8	43.8	75.5	25.3	25.1
LOS by Move:	A	A	A	D	D	D	D	D	D	E	C	C
DesignQueue:	0	0	0	26	26	26	3	23	23	14	12	10

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj PM

Intersection #3581: Tenth St and Hedding St (P)



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: 4 Oct 2012 << 4:45-5:45PM												
Base Vol:	0	0	0	115	924	115	47	729	175	179	457	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	115	924	115	47	729	175	179	457	183
Added Vol:	0	0	0	0	17	0	5	11	0	0	21	0
ATI:	0	0	0	21	138	45	3	210	47	89	163	75
Initial Fut:	0	0	0	136	1079	160	55	950	222	268	641	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	136	1079	160	55	950	222	268	641	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	136	1079	160	55	950	222	268	641	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	136	1079	160	55	950	222	268	641	258

Saturation 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	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.20	1.57	0.23	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	0	0	0	356	2825	419	1750	2999	701	1750	3800	1750

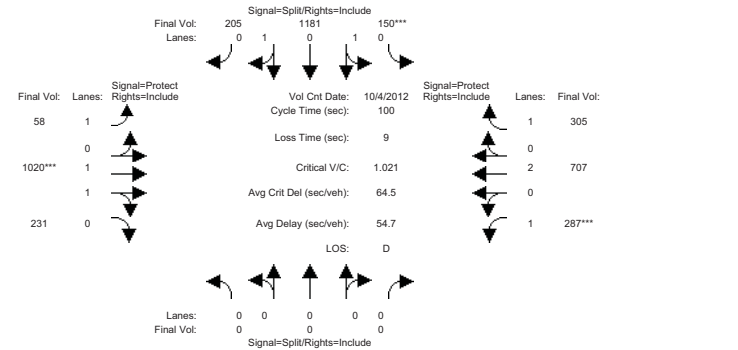
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.38	0.38	0.03	0.32	0.32	0.15	0.17	0.15
Crit Moves:				****		****		****				
Green Time:	0.0	0.0	0.0	40.8	40.8	40.8	14.7	33.8	33.8	16.4	35.5	35.5
Volume/Cap:	0.00	0.00	0.00	0.94	0.94	0.94	0.21	0.94	0.94	0.94	0.48	0.42
Delay/Veh:	0.0	0.0	0.0	39.9	39.9	39.9	38.0	45.1	45.1	77.8	25.3	24.9
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	0.0	0.0	39.9	39.9	39.9	38.0	45.1	45.1	77.8	25.3	24.9
LOS by Move:	A	A	A	D	D	D	D	D	D	E	C	C
DesignQueue:	0	0	0	26	26	26	3	24	24	14	12	10

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3581: Tenth St and Hedding St (P)



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:	4 Oct 2012	<<	4:45-5:45PM						
Base Vol:	0	0	0	115	924	115	47	729	175	179	457	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	115	924	115	47	729	175	179	457	183
Added Vol:	0	0	0	0	17	0	5	11	0	0	21	0
ATI+CumTrip:	0	0	0	35	240	90	6	280	56	108	229	122
Initial Fut:	0	0	0	150	1181	205	58	1020	231	287	707	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	150	1181	205	58	1020	231	287	707	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	1181	205	58	1020	231	287	707	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	150	1181	205	58	1020	231	287	707	305

Saturation 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	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.19	1.54	0.27	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	0	0	0	352	2768	480	1750	3016	683	1750	3800	1750

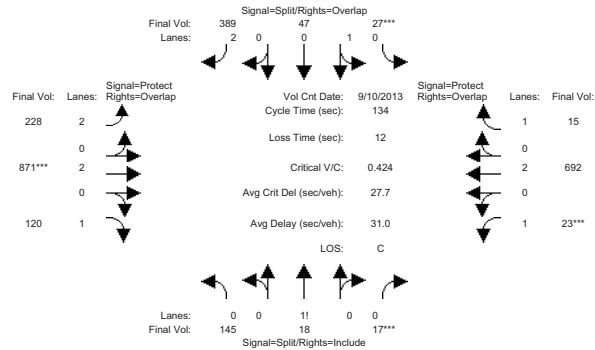
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.43	0.43	0.43	0.03	0.34	0.34	0.16	0.19	0.17
Crit Moves:				****		****		****				
Green Time:	0.0	0.0	0.0	41.8	41.8	41.8	13.4	33.1	33.1	16.1	35.7	35.7
Volume/Cap:	0.00	0.00	0.00	1.02	1.02	1.02	0.25	1.02	1.02	1.02	0.52	0.49
Delay/Veh:	0.0	0.0	0.0	57.7	57.7	57.7	39.3	64.5	64.5	101.0	25.7	25.6
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	0.0	0.0	57.7	57.7	57.7	39.3	64.5	64.5	101.0	25.7	25.6
LOS by Move:	A	A	A	E	E	E	D	E	D	E	F	C
DesignQueue:	0	0	0	29	29	29	3	26	26	15	13	12

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3776: San Pedro St and Taylor St



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:	10 Sep 2013	<<	5:00-6:00PM							
Base Vol:	145	18	17	27	47	389	228	871	120	23	692	15	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	145	18	17	27	47	389	228	871	120	23	692	15	
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:	145	18	17	27	47	389	228	871	120	23	692	15	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	145	18	17	27	47	389	228	871	120	23	692	15	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	145	18	17	27	47	389	228	871	120	23	692	15	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	145	18	17	27	47	389	228	871	120	23	692	15	

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	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.81	0.10	0.09	0.36	0.64	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1410	175	165	657	1143	3150	3150	3800	1750	1750	3800	1750

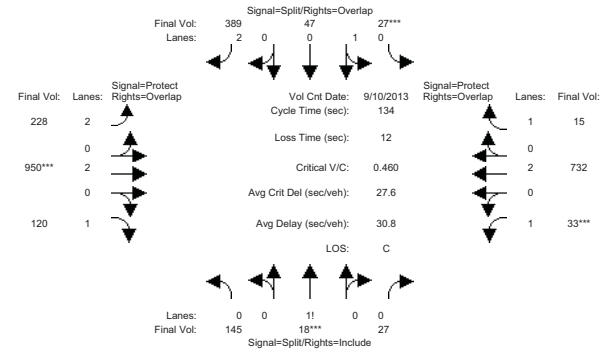
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.04	0.04	0.12	0.07	0.23	0.07	0.01	0.18	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.9	30.9	30.9	15.3	15.3	36.9	21.6	68.8	99.7	7.0	54.2	69.6
Volume/Cap:	0.45	0.45	0.45	0.36	0.36	0.45	0.45	0.45	0.09	0.25	0.45	0.02
Delay/Veh:	45.0	45.0	45.0	55.9	55.9	40.5	51.5	20.7	4.8	62.4	29.2	15.6
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:	45.0	45.0	45.0	55.9	55.9	40.5	51.5	20.7	4.8	62.4	29.2	15.6
LOS by Move:	D	D	D	E	E	D	D	C	A	E	C	B
DesignQueue:	11	11	11	5	5	13	9	17	3	2	16	1

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj PM

Intersection #3776: San Pedro St and Taylor St



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: 10 Sep 2013 << 5:00-6:00PM												
Base Vol:	145	18	17	27	47	389	228	871	120	23	692	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	18	17	27	47	389	228	871	120	23	692	15
Added Vol:	0	0	10	0	0	0	0	79	0	10	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	18	27	27	47	389	228	950	120	33	732	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	18	27	27	47	389	228	950	120	33	732	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	18	27	27	47	389	228	950	120	33	732	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	18	27	27	47	389	228	950	120	33	732	15

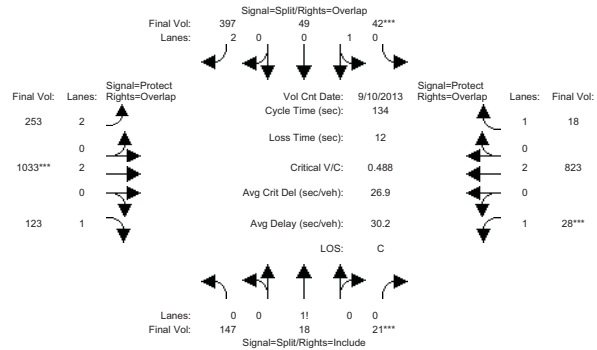
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.77	0.09	0.14	0.36	0.64	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1336	166	249	657	1143	3150	3150	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.04	0.04	0.12	0.07	0.25	0.07	0.02	0.19	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.5	30.5	30.5	14.3	14.3	35.4	21.1	70.2	100.7	7.0	56.1	70.4
Volume/Cap:	0.48	0.48	0.48	0.38	0.38	0.47	0.46	0.48	0.09	0.36	0.46	0.02
Delay/Veh:	45.8	45.8	45.8	57.0	57.0	41.8	52.0	20.4	4.5	63.8	28.3	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:	45.8	45.8	45.8	57.0	57.0	41.8	52.0	20.4	4.5	63.8	28.3	15.2
LOS by Move:	D	D	D	E	E	D	D	C	A	E	C	B
DesignQueue:	12	12	12	5	5	13	9	18	2	3	17	1

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3776: San Pedro St and Taylor St



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: 10 Sep 2013 << 5:00-6:00PM												
Base Vol:	145	18	17	27	47	389	228	871	120	23	692	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	18	17	27	47	389	228	871	120	23	692	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	0	4	15	2	8	25	162	3	5	131	3
Initial Fut:	147	18	21	42	49	397	253	1033	123	28	823	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:	147	18	21	42	49	397	253	1033	123	28	823	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	18	21	42	49	397	253	1033	123	28	823	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:	147	18	21	42	49	397	253	1033	123	28	823	18

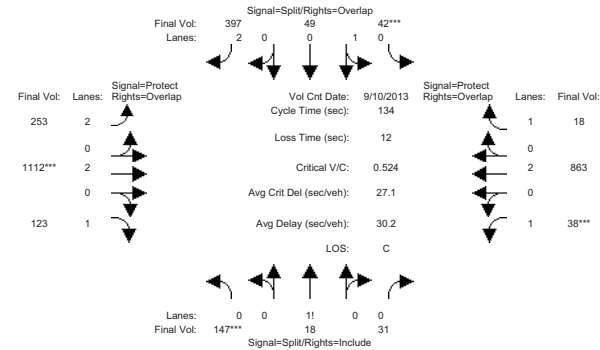
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.79	0.10	0.11	0.46	0.54	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1383	169	198	831	969	3150	3150	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.05	0.05	0.13	0.08	0.27	0.07	0.02	0.22	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.5	28.5	28.5	13.6	13.6	35.2	21.6	72.9	101.4	7.0	58.3	71.9
Volume/Cap:	0.50	0.50	0.50	0.50	0.50	0.48	0.50	0.50	0.09	0.31	0.50	0.02
Delay/Veh:	47.5	47.5	47.5	59.2	59.2	42.1	52.0	19.3	4.3	63.1	27.5	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:	47.5	47.5	47.5	59.2	59.2	42.1	52.0	19.3	4.3	63.1	27.5	14.6
LOS by Move:	D	D	D	E	E	D	D	B	A	E	C	B
DesignQueue:	12	12	12	6	6	14	10	19	2	2	18	1

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj PM

Intersection #3776: San Pedro St and Taylor St



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:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	145	18	17	27	47	389	228	871	120	23	692	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	18	17	27	47	389	228	871	120	23	692	15
Added Vol:	0	0	10	0	0	0	0	79	0	10	40	0
ATI:	2	0	4	15	2	8	25	162	3	5	131	3
Initial Fut:	147	18	31	42	49	397	253	1112	123	38	863	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:	147	18	31	42	49	397	253	1112	123	38	863	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	18	31	42	49	397	253	1112	123	38	863	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:	147	18	31	42	49	397	253	1112	123	38	863	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	0.95	0.95	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.75	0.09	0.16	0.46	0.54	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1313	161	277	831	969	3150	3150	3800	1750	1750	3800	1750

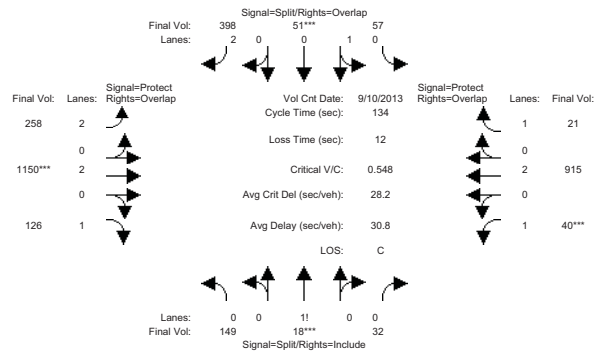
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.05	0.05	0.13	0.08	0.29	0.07	0.02	0.23	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.3	28.3	28.3	12.8	12.8	33.9	21.1	73.9	102.2	7.0	59.8	72.6
Volume/Cap:	0.53	0.53	0.53	0.53	0.53	0.50	0.51	0.53	0.09	0.42	0.51	0.02
Delay/Veh:	48.4	48.4	48.4	60.9	60.9	43.3	52.6	19.3	4.1	64.6	26.8	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:	48.4	48.4	48.4	60.9	60.9	43.3	52.6	19.3	4.1	64.6	26.8	14.2
LOS by Move:	D	D	D	E	E	D	D	B	A	E	C	B
DesignQueue:	13	13	13	7	7	14	10	20	2	3	19	1

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3776: San Pedro St and Taylor St



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: 10 Sep 2013 << 5:00-6:00PM												
Base Vol:	145	18	17	27	47	389	228	871	120	23	692	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	18	17	27	47	389	228	871	120	23	692	15
Added Vol:	0	0	10	0	0	0	0	79	0	10	40	0
ATI+CumTrip:	4	0	5	30	4	9	30	200	6	7	183	6
Initial Fut:	149	18	32	57	51	398	258	1150	126	40	915	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	18	32	57	51	398	258	1150	126	40	915	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	18	32	57	51	398	258	1150	126	40	915	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	18	32	57	51	398	258	1150	126	40	915	21

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	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.75	0.09	0.16	0.53	0.47	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1310	158	281	950	850	3150	3150	3800	1750	1750	3800	1750

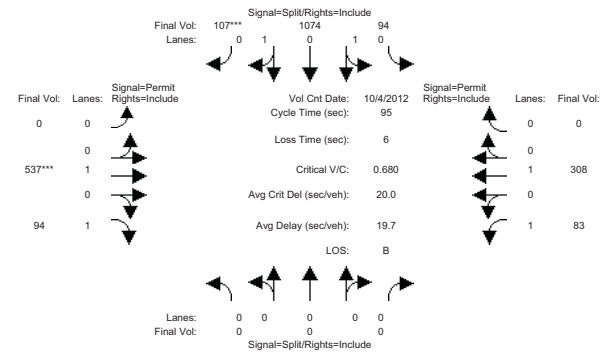
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.06	0.06	0.13	0.08	0.30	0.07	0.02	0.24	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.5	27.5	27.5	14.5	14.5	34.8	20.3	73.1	100.5	7.0	59.7	74.2
Volume/Cap:	0.56	0.56	0.56	0.56	0.56	0.49	0.54	0.56	0.10	0.44	0.54	0.02
Delay/Veh:	49.7	49.7	49.7	60.2	60.2	42.5	53.8	20.2	4.5	64.9	27.5	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:	49.7	49.7	49.7	60.2	60.2	42.5	53.8	20.2	4.5	64.9	27.5	13.5
LOS by Move:	D	D	D	E	E	D	D	C	A	E	C	B
DesignQueue:	13	13	13	8	8	14	10	21	3	3	20	1

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3822: Tenth St and Taylor St (P)



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	0	10	10	10	10	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:	4 Oct 2012	<<	4:50-5:50PM						
Base Vol:	0	0	0	94	1074	107	0	537	94	83	308	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	94	1074	107	0	537	94	83	308	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	94	1074	107	0	537	94	83	308	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	94	1074	107	0	537	94	83	308	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	94	1074	107	0	537	94	83	308	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	94	1074	107	0	537	94	83	308	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.15	1.68	0.17	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	265	3032	302	0	1900	1750	1750	1900	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.28	0.05	0.05	0.16	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	0.0	0.0	49.5	49.5	49.5	0.0	39.5	39.5	39.5	39.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.68	0.68	0.00	0.68	0.13	0.11	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	17.9	17.9	17.9	0.0	25.0	17.2	17.1	19.7	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	17.9	17.9	17.9	0.0	25.0	17.2	17.1	19.7	0.0
LOS by Move:	A	A	A	B	B	B	A	C	B	B	B	A
DesignQueue:	0	0	0	18	18	18	0	18	3	3	10	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj PM

Approach:	Northbound			Southbound			Eastbound			Westbound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	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:	4 Oct 2012	<<	4:50-5:50PM						
Base Vol:	0	0	0	94	1074	107	0	537	94	83	308	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	94	1074	107	0	537	94	83	308	0
Added Vol:	0	0	0	0	7	9	0	30	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	94	1081	116	0	567	94	83	349	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	94	1081	116	0	567	94	83	349	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	94	1081	116	0	567	94	83	349	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	94	1081	116	0	567	94	83	349	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.15	1.67	0.18	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	262	3014	323	0	1900	1750	1750	1900	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.30	0.05	0.05	0.18	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	48.6	48.6	48.6	0.0	40.4	40.4	40.4	40.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.70	0.70	0.70	0.00	0.70	0.13	0.11	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	18.9	18.9	18.9	0	25.1	16.6	16.5	19.6	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	18.9	18.9	18.9	0	25.1	16.6	16.5	19.6	0.0
LOS by Move:	A	A	A	B	B	B	A	C	B	B	B	A
DesignQueue:	0	0	0	19	19	19	0	18	3	3	11	0
Note: Queue reported is the number of cars per lane.												

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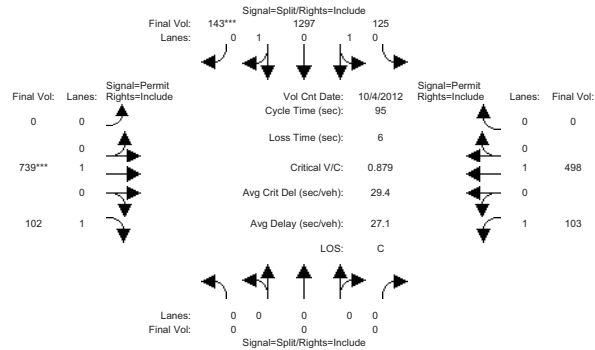
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

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	0	10	10	10	10	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:	4 Oct 2012	<<	4:50-5:50PM						
Base Vol:	0	0	0	94	1074	107	0	537	94	83	308	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	94	1074	107	0	537	94	83	308	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	31	216	27	0	172	8	20	149	0
Initial Fut:	0	0	0	125	1290	134	0	709	102	103	457	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	125	1290	134	0	709	102	103	457	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	1290	134	0	709	102	103	457	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	125	1290	134	0	709	102	103	457	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.16	0.67	0.17	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	291	2998	311	0	1900	1750	1750	1900	0
----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.43	0.43	0.43	0.00	0.37	0.06	0.06	0.24	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	47.7	47.7	47.7	0.0	41.3	41.3	41.3	41.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.86	0.86	0.86	0.00	0.86	0.13	0.14	0.55	0.00
Delay/Veh:	0.0	0.0	0.0	25.0	25.0	25.0	0.0	33.1	16.2	16.2	20.8	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	25.0	25.0	25.0	0.0	33.1	16.2	16.2	20.8	0.0
LOS by Move:	A	A	A	C	C	C	A	C	B	B	C	A
DesignQueue:	0	0	0	24	24	24	0	23	3	3	14	0
Note: Queue reported is the number of cars per lane.												

Licensed to Hexagon Trans., San Jose

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj PM

Intersection #3822: Tenth St and Taylor St (P)



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	0	10	10	10	10	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:	4 Oct 2012	<<	4:50-5:50PM						
Base Vol:	0	0	0	94	1074	107	0	537	94	83	308	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	94	1074	107	0	537	94	83	308	0
Added Vol:	0	0	0	0	7	9	0	30	0	0	41	0
ATI:	0	0	0	31	216	27	0	172	8	20	149	0
Initial Fut:	0	0	0	125	1297	143	0	739	102	103	498	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	125	1297	143	0	739	102	103	498	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	1297	143	0	739	102	103	498	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	125	1297	143	0	739	102	103	498	0

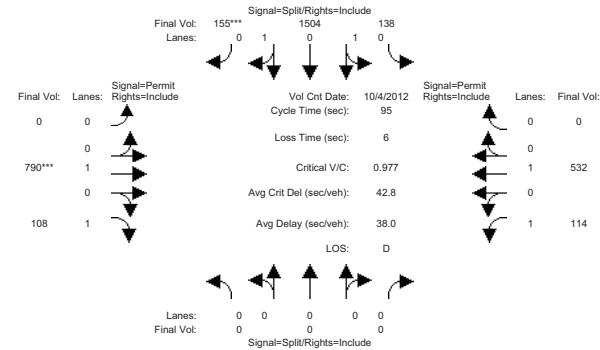
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.16	1.66	0.18	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	288	2984	329	0	1900	1750	1750	1900	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.43	0.43	0.43	0.00	0.39	0.06	0.06	0.26	0.00
Crit Moves:				****	****	****						
Green Time:	0.0	0.0	0.0	47.0	47.0	47.0	0.0	42.0	42.0	42.0	42.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.88	0.88	0.88	0.00	0.88	0.13	0.13	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	26.9	26.9	26.9	0.0	34.7	15.8	15.8	21.2	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	26.9	26.9	26.9	0.0	34.7	15.8	15.8	21.2	0.0
LOS by Move:	A	A	A	C	C	C	A	C	B	B	C	A
DesignQueue:	0	0	0	24	24	24	0	24	3	3	16	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3822: Tenth St and Taylor St (P)



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	0	10	10	10	10	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:	4 Oct 2012	<<	4:50-5:50PM						
Base Vol:	0	0	0	94	1074	107	0	537	94	83	308	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	94	1074	107	0	537	94	83	308	0
Added Vol:	0	0	0	0	7	9	0	30	0	0	41	0
ATI+CumTrip:	0	0	0	44	423	39	0	223	14	31	183	0
Initial Fut:	0	0	0	138	1504	155	0	790	108	114	532	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	138	1504	155	0	790	108	114	532	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	138	1504	155	0	790	108	114	532	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	138	1504	155	0	790	108	114	532	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.15	1.68	0.17	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	276	3013	311	0	1900	1750	1750	1900	0

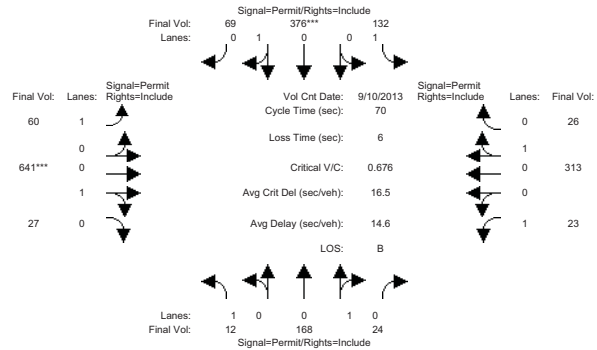
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.50	0.50	0.50	0.00	0.42	0.06	0.07	0.28	0.00
Crit Moves:				****	****	****						
Green Time:	0.0	0.0	0.0	48.6	48.6	48.6	0.0	40.4	40.4	40.4	40.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.98	0.98	0.98	0.00	0.98	0.14	0.15	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	38.4	38.4	38.4	0.0	52.7	16.8	16.9	23.7	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	38.4	38.4	38.4	0.0	52.7	16.8	16.9	23.7	0.0
LOS by Move:	A	A	A	D	D	D	A	D	B	B	C	A
DesignQueue:	0	0	0	27	27	27	0	26	4	4	17	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3823: 13th St and Taylor St



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	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:	10 Sep 2013	<<	5:00-6:00PM							
Base Vol:		12	168	24	132	376	69	60	641	27	23	313	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	1.00
Initial Bse:	12	168	24	132	376	69	60	641	27	23	313	26	
Added Vol:	0	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	0
Initial Fut:	12	168	24	132	376	69	60	641	27	23	313	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	1.00
PHF Adj:	1.00	1.00	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	168	24	132	376	69	60	641	27	23	313	26	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	168	24	132	376	69	60	641	27	23	313	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	168	24	132	376	69	60	641	27	23	313	26	

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.87	0.13	1.00	0.84	0.16	1.00	0.96	0.04	1.00	0.92	0.08
Final Sat.:	1750	1575	225	1750	1521	279	1750	1727	73	1750	1662	138

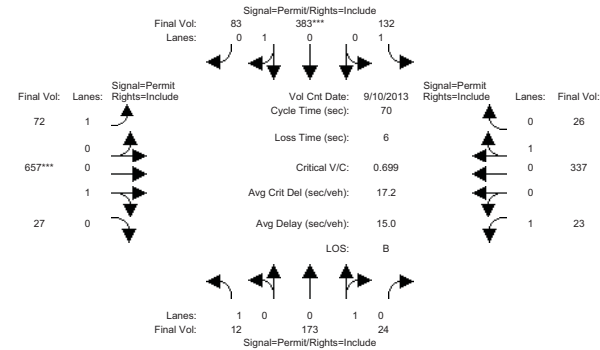
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.08	0.25	0.25	0.03	0.37	0.37	0.01	0.19	0.19
Crit Moves:				****				****				
Green Time:	25.6	25.6	25.6	25.6	25.6	25.6	38.4	38.4	38.4	38.4	38.4	38.4
Volume/Cap:	0.02	0.29	0.29	0.21	0.68	0.68	0.06	0.68	0.68	0.02	0.34	0.34
Delay/Veh:	14.2	16.0	16.0	15.4	21.5	21.5	7.4	13.2	13.2	7.2	9.0	9.0
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:	14.2	16.0	16.0	15.4	21.5	21.5	7.4	13.2	13.2	7.2	9.0	9.0
LOS by Move:	B	B	B	B	C	C	A	B	B	A	A	A
DesignQueue:	0	5	5	4	12	12	1	13	13	0	7	7

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj PM

Intersection #3823: 13th St and Taylor St



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	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:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	12	168	24	132	376	69	60	641	27	23	313	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:	12	168	24	132	376	69	60	641	27	23	313	26
Added Vol:	0	5	0	0	7	14	12	16	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	173	24	132	383	83	72	657	27	23	337	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:	12	173	24	132	383	83	72	657	27	23	337	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	173	24	132	383	83	72	657	27	23	337	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:	12	173	24	132	383	83	72	657	27	23	337	26

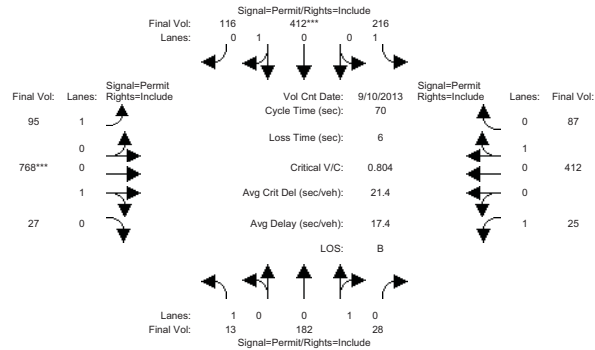
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.88	0.12	1.00	0.82	0.18	1.00	0.96	0.04	1.00	0.93	0.07
Final Sat.:	1750	1581	219	1750	1479	321	1750	1729	71	1750	1671	129

Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.08	0.26	0.26	0.04	0.38	0.38	0.01	0.20	0.20
Crit Moves:				****				****				
Green Time:	25.9	25.9	25.9	25.9	25.9	25.9	38.1	38.1	38.1	38.1	38.1	38.1
Volume/Cap:	0.02	0.30	0.30	0.20	0.70	0.70	0.08	0.70	0.70	0.02	0.37	0.37
Delay/Veh:	14.0	15.8	15.8	15.2	22.0	22.0	7.6	14.0	14.0	7.4	9.4	9.4
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:	14.0	15.8	15.8	15.2	22.0	22.0	7.6	14.0	14.0	7.4	9.4	9.4
LOS by Move:	B	B	B	B	C	C	A	B	B	A	A	A
DesignQueue:	0	5	5	4	13	13	1	14	14	0	7	7

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3823: 13th St and Taylor St



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	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:	10 Sep 2013	<<	5:00-6:00PM							
Base Vol:		12	168	24	132	376	69	60	641	27	23	313	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	1.00
Initial Bse:		12	168	24	132	376	69	60	641	27	23	313	26
Added Vol:		0	0	0	0	0	0	0	0	0	0	0	0
ATI:		1	14	4	84	36	47	35	127	0	2	99	61
Initial Fut:		13	182	28	216	412	116	95	768	27	25	412	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:		13	182	28	216	412	116	95	768	27	25	412	87
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		13	182	28	216	412	116	95	768	27	25	412	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:		13	182	28	216	412	116	95	768	27	25	412	87

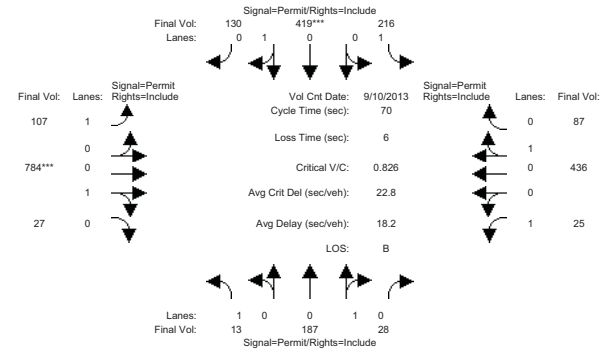
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.87	0.13	1.00	0.78	0.22	1.00	0.97	0.03	1.00	0.83	0.17
Final Sat.:	1750	1560	240	1750	1405	395	1750	1739	61	1750	1486	314

Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.12	0.29	0.29	0.05	0.44	0.44	0.01	0.28	0.28
Crit Moves:				****				****				
Green Time:	25.5	25.5	25.5	25.5	25.5	25.5	38.5	38.5	38.5	38.5	38.5	38.5
Volume/Cap:	0.02	0.32	0.32	0.34	0.80	0.80	0.10	0.80	0.80	0.03	0.50	0.50
Delay/Veh:	14.2	16.3	16.3	16.4	27.1	27.1	7.6	17.6	17.6	7.2	10.3	10.3
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:	14.2	16.3	16.3	16.4	27.1	27.1	7.6	17.6	17.6	7.2	10.3	10.3
LOS by Move:	B	B	B	B	C	C	A	B	B	A	B	B
DesignQueue:	0	6	6	6	15	15	2	16	16	0	10	10

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj PM

Intersection #3823: 13th St and Taylor St



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	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:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	12	168	24	132	376	69	60	641	27	23	313	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:	12	168	24	132	376	69	60	641	27	23	313	26
Added Vol:	0	5	0	0	7	14	12	16	0	0	24	0
ATI:	1	14	4	84	36	47	35	127	0	2	99	61
Initial Fut:	13	187	28	216	419	130	107	784	27	25	436	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:	13	187	28	216	419	130	107	784	27	25	436	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	187	28	216	419	130	107	784	27	25	436	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:	13	187	28	216	419	130	107	784	27	25	436	87

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.87	0.13	1.00	0.76	0.24	1.00	0.97	0.03	1.00	0.83	0.17
Final Sat.:	1750	1566	234	1750	1374	426	1750	1740	60	1750	1501	299

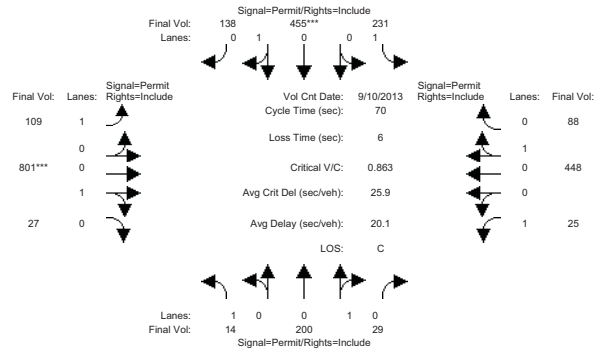
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.12	0.31	0.31	0.06	0.45	0.45	0.01	0.29	0.29
Crit Moves:				****				****				
Green Time:	25.8	25.8	25.8	25.8	25.8	25.8	38.2	38.2	38.2	38.2	38.2	38.2
Volume/Cap:	0.02	0.32	0.32	0.33	0.83	0.83	0.11	0.83	0.83	0.03	0.53	0.53
Delay/Veh:	14.0	16.1	16.1	16.2	28.5	28.5	7.8	19.0	19.0	7.4	10.8	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:	14.0	16.1	16.1	16.2	28.5	28.5	7.8	19.0	19.0	7.4	10.8	10.8
LOS by Move:	B	B	B	B	C	C	A	B	B	A	B	B
DesignQueue:	0	6	6	6	15	15	2	17	17	0	10	10

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3823: 13th St and Taylor St



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	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:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	12	168	24	132	376	69	60	641	27	23	313	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:	12	168	24	132	376	69	60	641	27	23	313	26
Added Vol:	0	5	0	0	7	14	12	16	0	0	24	0
ATI+CumTrip:	2	27	5	99	72	55	37	144	0	2	111	62
Initial Fut:	14	200	29	231	455	138	109	801	27	25	448	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	200	29	231	455	138	109	801	27	25	448	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	200	29	231	455	138	109	801	27	25	448	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	200	29	231	455	138	109	801	27	25	448	88

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.87	0.13	1.00	0.77	0.23	1.00	0.97	0.03	1.00	0.84	0.16
Final Sat.:	1750	1572	228	1750	1381	419	1750	1741	59	1750	1504	296

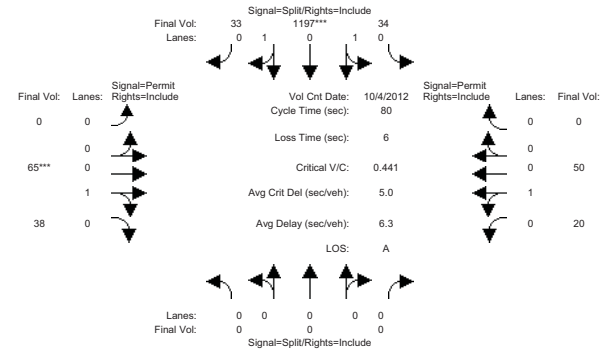
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.13	0.33	0.33	0.06	0.46	0.01	0.30	0.30	
Crit Moves:				****				****				
Green Time:	26.7	26.7	26.7	26.7	26.7	26.7	37.3	37.3	37.3	37.3	37.3	
Volume/Cap:	0.02	0.33	0.33	0.35	0.86	0.86	0.12	0.86	0.86	0.03	0.56	0.56
Delay/Veh:	13.5	15.6	15.6	15.7	31.0	31.0	8.2	22.3	22.3	7.8	11.6	11.6
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:	13.5	15.6	15.6	15.7	31.0	31.0	8.2	22.3	22.3	7.8	11.6	11.6
LOS by Move:	B	B	B	B	C	C	A	C	C	A	B	B
DesignQueue:	0	6	6	6	16	16	2	18	18	0	11	11

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3862: Tenth St and Jackson St



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	0	10	10	10	10	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

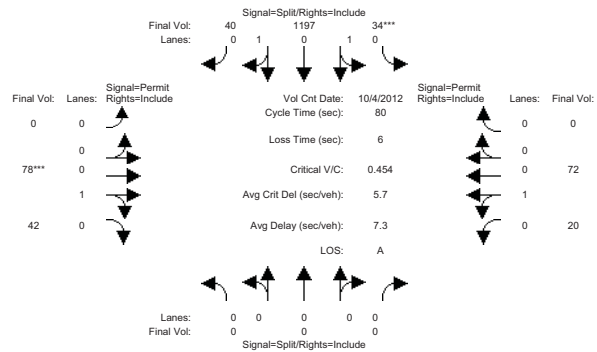
Volume Module:	>>	Count	Date:	4 Oct 2012	<<	4:50-5:50PM						
Base Vol:	0	0	0	34	1197	33	0	65	38	20	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	34	1197	33	0	65	38	20	50	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	34	1197	33	0	65	38	20	50	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	34	1197	33	0	65	38	20	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	1197	33	0	65	38	20	50	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	34	1197	33	0	65	38	20	50	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	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.05	1.90	0.05	0.00	0.63	0.37	0.29	0.71	0.00
Final Sat.:	0	0	0	97	3409	94	0	1136	664	514	1286	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.06	0.06	0.04	0.04	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	63.6	63.6	63.6	0.0	10.4	10.4	10.4	10.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.44	0.44	0.00	0.44	0.44	0.30	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	2.7	2.7	2.7	0.0	33.5	33.5	32.3	32.3	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	2.7	2.7	2.7	0.0	33.5	33.5	32.3	32.3	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	C	C	A
DesignQueue:	0	0	0	7	7	7	0	4	4	3	3	0

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

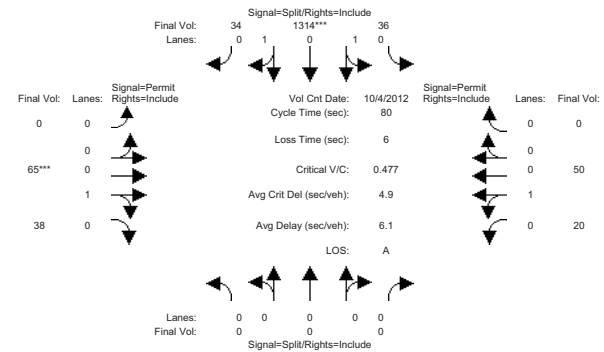
Intersection #3862: Tenth St and Jackson St



Approach:	Northbound			Southbound			Eastbound			Westbound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	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:	4 Oct 2012	<<	4:50-5:50PM						
Base Vol:	0	0		34	1197	33	0	65	38	20	50	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		34	1197	33	0	65	38	20	50	0
Added Vol:	0	0	0	0	0	7	0	13	4	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0		34	1197	40	0	78	42	20	72	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		34	1197	40	0	78	42	20	72	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0		34	1197	40	0	78	42	20	72	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		34	1197	40	0	78	42	20	72	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	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.05	1.89	0.06	0.00	0.65	0.35	0.22	0.78	0.00
Final Sat.:	0	0	0	96	3390	113	0	1170	630	391	1409	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.07	0.07	0.05	0.05	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	62.2	62.2	62.2	0.0	11.8	11.8	11.8	11.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.45	0.45	0.00	0.45	0.45	0.35	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	3.2	3.2	3.2	0.0	32.4	32.4	31.5	31.5	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	3.2	3.2	3.2	0.0	32.4	32.4	31.5	31.5	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	C	C	A
DesignQueue:	0	0	0	7	7	7	0	5	5	4	4	0
Note: Queue reported is the number of cars per lane.												

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

Intersection #3862: Tenth St and Jackson St



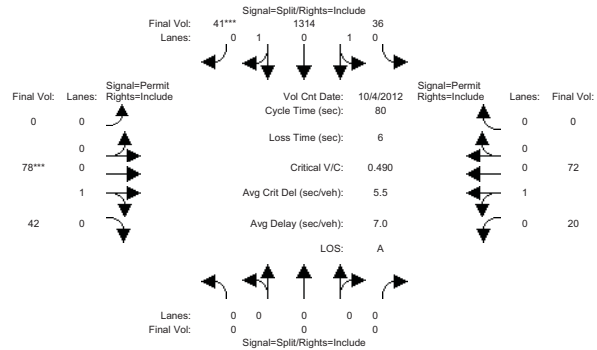
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- ----- -----												
Volume Module:	>>	Count	Date:	4 Oct 2012	<<	4:50-5:50PM						
Base Vol:	0	0	0	34	1197	33	0	65	38	20	50	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	34	1197	33	0	65	38	20	50	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	2	117	1	0	0	0	0	0	0
Initial Fut:	0	0	0	36	1314	34	0	65	38	20	50	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	36	1314	34	0	65	38	20	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	1314	34	0	65	38	20	50	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	36	1314	34	0	65	38	20	50	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	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.05	0.19	0.05	0.00	0.63	0.37	0.29	0.71	0.00
Final Sat.:	0	0	0	94	3418	88	0	1136	664	514	1286	0
----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.38	0.38	0.00	0.06	0.06	0.04	0.04	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	64.0	64.0	64.0	0.0	10.0	10.0	10.0	10.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.48	0.48	0.00	0.46	0.46	0.31	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	2.7	2.7	2.7	0.0	34.0	34.0	32.7	32.7	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	2.7	2.7	2.7	0.0	34.0	34.0	32.7	32.7	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	C	C	A
DesignQueue:	0	0	0	7	7	7	0	4	4	3	3	0
Note: Queue reported is the number of cars per lane.												

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj PM

Intersection #3862: Tenth St and Jackson St



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	0	10	10	10	10	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: 4 Oct 2012 << 4:50-5:50PM											
Base Vol:	0	0	0	34	1197	33	0	65	38	20	50	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	34	1197	33	0	65	38	20	50	0
Added Vol:	0	0	0	0	0	7	0	13	4	0	22	0
ATI:	0	0	0	2	117	1	0	0	0	0	0	0
Initial Fut:	0	0	0	36	1314	41	0	78	42	20	72	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	36	1314	41	0	78	42	20	72	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	1314	41	0	78	42	20	72	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	36	1314	41	0	78	42	20	72	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	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.05	1.89	0.06	0.00	0.65	0.35	0.22	0.78	0.00
Final Sat.:	0	0	0	93	3401	106	0	1170	630	391	1409	0

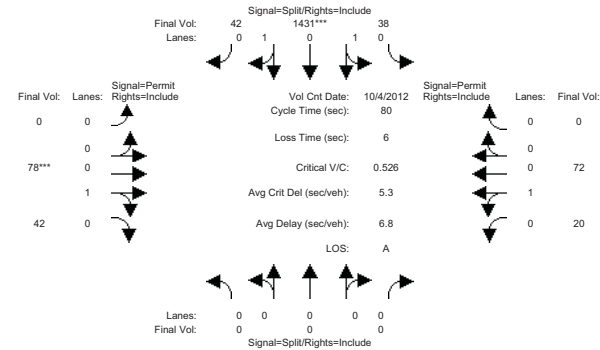
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.39	0.39	0.39	0.00	0.07	0.07	0.05	0.05	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	63.1	63.1	63.1	0.0	10.9	10.9	10.9	10.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.49	0.49	0.49	0.00	0.49	0.49	0.38	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	3.0	3.0	3.0	0.0	33.5	33.5	32.4	32.4	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	3.0	3.0	3.0	0.0	33.5	33.5	32.4	32.4	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	C	C	A
DesignQueue:	0	0	0	8	8	8	0	5	5	4	4	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3862: Tenth St and Jackson St



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	0	10	10	10	10	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: 4 Oct 2012 << 4:50-5:50PM											
Base Vol:	0	0	0	34	1197	33	0	65	38	20	50	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	34	1197	33	0	65	38	20	50	0
Added Vol:	0	0	0	0	0	7	0	13	4	0	22	0
ATI+CumTrip:	0	0	0	4	234	2	0	0	0	0	0	0
Initial Fut:	0	0	0	38	1431	42	0	78	42	20	72	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	38	1431	42	0	78	42	20	72	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	38	1431	42	0	78	42	20	72	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	38	1431	42	0	78	42	20	72	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	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.05	1.89	0.06	0.00	0.65	0.35	0.22	0.78	0.00
Final Sat.:	0	0	0	91	3409	100	0	1170	630	391	1409	0

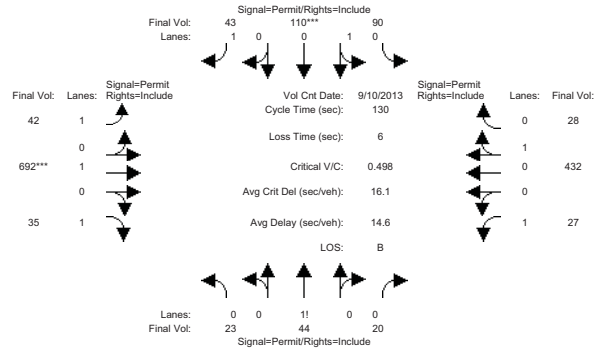
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.42	0.42	0.00	0.07	0.07	0.05	0.05	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	63.9	63.9	63.9	0.0	10.1	10.1	10.1	10.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.53	0.53	0.00	0.53	0.53	0.40	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	3.0	3.0	3.0	0.0	34.9	34.9	33.3	33.3	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	3.0	3.0	3.0	0.0	34.9	34.9	33.3	33.3	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	C	C	A
DesignQueue:	0	0	0	8	8	8	0	5	5	4	4	0

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #3909: Seventh St and Taylor St



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	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:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	23	44	20	90	110	43	42	692	35	27	432	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	44	20	90	110	43	42	692	35	27	432	28
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:	23	44	20	90	110	43	42	692	35	27	432	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	44	20	90	110	43	42	692	35	27	432	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	44	20	90	110	43	42	692	35	27	432	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	44	20	90	110	43	42	692	35	27	432	28

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	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.26	0.51	0.23	0.45	0.55	1.00	1.00	1.00	1.00	1.00	0.94	0.06
Final Sat.:	463	885	402	810	990	1750	1750	1900	1750	1750	1690	110

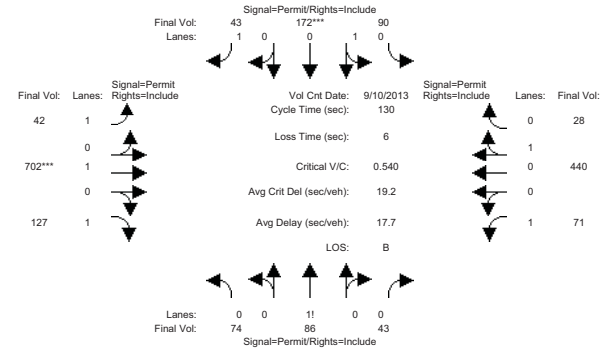
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.11	0.11	0.02	0.02	0.36	0.02	0.02	0.26	0.26
Crit Moves:				****				****				
Green Time:	29.0	29.0	29.0	29.0	29.0	29.0	95.0	95.0	95.0	95.0	95.0	95.0
Volume/Cap:	0.22	0.22	0.22	0.50	0.50	0.11	0.03	0.50	0.03	0.02	0.35	0.35
Delay/Veh:	41.6	41.6	41.6	45.1	45.1	40.4	4.8	7.7	4.8	4.8	6.5	6.5
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:	41.6	41.6	41.6	45.1	45.1	40.4	4.8	7.7	4.8	4.8	6.5	6.5
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
DesignQueue:	5	5	5	12	12	3	1	15	1	1	10	10

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj PM

Intersection #3909: Seventh St and Taylor St



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	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:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	23	44	20	90	110	43	42	692	35	27	432	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	44	20	90	110	43	42	692	35	27	432	28
Added Vol:	51	42	23	0	62	0	0	10	92	44	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	86	43	90	172	43	42	702	127	71	440	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	86	43	90	172	43	42	702	127	71	440	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	86	43	90	172	43	42	702	127	71	440	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	86	43	90	172	43	42	702	127	71	440	28

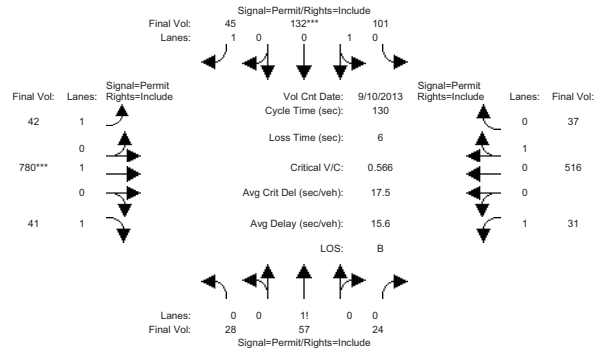
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.36	0.43	0.21	0.34	0.66	1.00	1.00	1.00	1.00	1.00	0.94	0.06
Final Sat.:	638	741	371	618	1182	1750	1750	1900	1750	1750	1692	108

Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.15	0.15	0.02	0.02	0.37	0.07	0.04	0.26	0.26
Crit Moves:				****				****				
Green Time:	35.0	35.0	35.0	35.0	35.0	35.0	89.0	89.0	89.0	89.0	89.0	89.0
Volume/Cap:	0.43	0.43	0.43	0.54	0.54	0.09	0.04	0.54	0.11	0.06	0.38	0.38
Delay/Veh:	39.9	39.9	39.9	41.8	41.8	35.6	6.7	10.7	7.0	6.8	9.0	9.0
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:	39.9	39.9	39.9	41.8	41.8	35.6	6.7	10.7	7.0	6.8	9.0	9.0
LOS by Move:	D	D	D	D	D	D	A	B	A	A	A	A
DesignQueue:	12	12	12	15	15	2	1	17	3	2	12	12

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3909: Seventh St and Taylor St



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	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:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	23	44	20	90	110	43	42	692	35	27	432	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	44	20	90	110	43	42	692	35	27	432	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	13	4	11	22	2	0	88	6	4	84	9
Initial Fut:	28	57	24	101	132	45	42	780	41	31	516	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	57	24	101	132	45	42	780	41	31	516	37
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	57	24	101	132	45	42	780	41	31	516	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	57	24	101	132	45	42	780	41	31	516	37

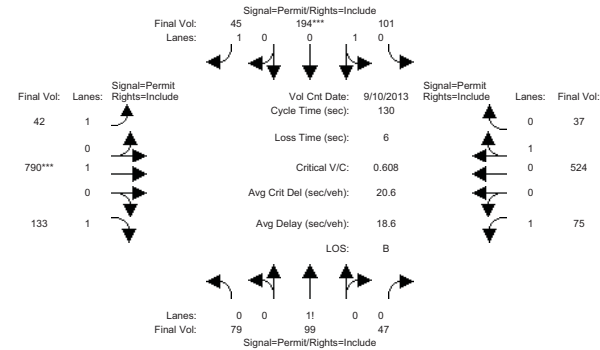
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.26	0.52	0.22	0.43	0.57	1.00	1.00	1.00	1.00	1.00	0.93	0.07
Final Sat.:	450	915	385	780	1020	1750	1750	1900	1750	1750	1680	120

Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.13	0.13	0.03	0.02	0.41	0.02	0.02	0.31	0.31
Crit Moves:				****				****				
Green Time:	29.7	29.7	29.7	29.7	29.7	29.7	94.3	94.3	94.3	94.3	94.3	94.3
Volume/Cap:	0.27	0.27	0.27	0.57	0.57	0.11	0.03	0.57	0.03	0.02	0.42	0.42
Delay/Veh:	41.6	41.6	41.6	46.3	46.3	39.8	5.0	8.9	5.0	5.0	7.3	7.3
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:	41.6	41.6	41.6	46.3	46.3	39.8	5.0	8.9	5.0	5.0	7.3	7.3
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
DesignQueue:	7	7	7	14	14	3	1	17	1	1	12	12

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj PM

Intersection #3909: Seventh St and Taylor St



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	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:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	23	44	20	90	110	43	42	692	35	27	432	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	44	20	90	110	43	42	692	35	27	432	28
Added Vol:	51	42	23	0	62	0	0	10	92	44	8	0
ATI:	5	13	4	11	22	2	0	88	6	4	84	9
Initial Fut:	79	99	47	101	194	45	42	790	133	75	524	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	99	47	101	194	45	42	790	133	75	524	37
Reducd Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	99	47	101	194	45	42	790	133	75	524	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	99	47	101	194	45	42	790	133	75	524	37

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	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.35	0.44	0.21	0.34	0.66	1.00	1.00	1.00	1.00	1.00	0.93	0.07
Final Sat.:	614	770	366	616	1184	1750	1750	1900	1750	1750	1681	119

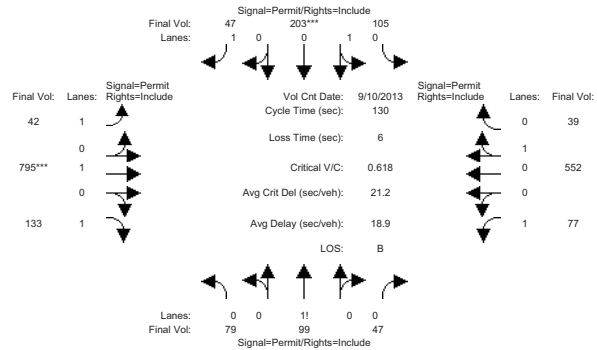
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.16	0.16	0.03	0.02	0.42	0.08	0.04	0.31	0.31
Crit Moves:				****				****				
Green Time:	35.1	35.1	35.1	35.1	35.1	35.1	88.9	88.9	88.9	88.9	88.9	88.9
Volume/Cap:	0.48	0.48	0.48	0.61	0.61	0.10	0.04	0.61	0.11	0.06	0.46	0.46
Delay/Veh:	40.5	40.5	40.5	43.7	43.7	35.7	6.7	11.9	7.1	6.8	9.7	9.7
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	40.5	40.5	43.7	43.7	35.7	6.7	11.9	7.1	6.8	9.7	9.7
LOS by Move:	D	D	D	D	D	D	A	B	A	A	A	A
DesignQueue:	13	13	13	17	17	3	1	20	3	2	14	14

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #3909: Seventh St and Taylor St



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	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:	10 Sep 2013	<<	5:00-6:00PM						
Base Vol:	23	44	20	90	110	43	42	692	35	27	432	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	44	20	90	110	43	42	692	35	27	432	28
Added Vol:	51	42	23	0	62	0	0	10	92	44	8	0
ATI+CumTrip:	5	13	4	15	31	4	0	93	6	6	112	11
Initial Fut:	79	99	47	105	203	47	42	795	133	77	552	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	99	47	105	203	47	42	795	133	77	552	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	99	47	105	203	47	42	795	133	77	552	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	99	47	105	203	47	42	795	133	77	552	39

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	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.35	0.44	0.21	0.34	0.66	1.00	1.00	1.00	1.00	1.00	0.93	0.07
Final Sat.:	614	770	366	614	1186	1750	1750	1900	1750	1750	1681	119

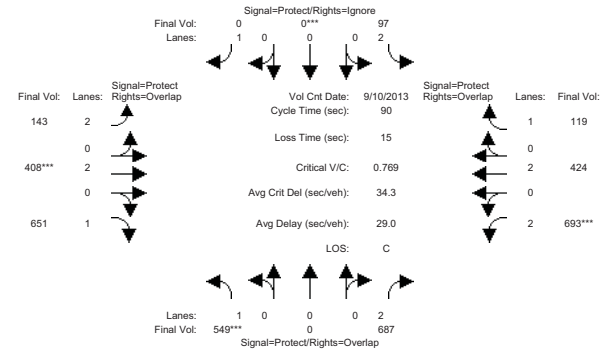
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.17	0.17	0.03	0.02	0.42	0.08	0.04	0.33	0.33
Crit Moves:	****						****					
Green Time:	36.0	36.0	36.0	36.0	36.0	36.0	88.0	88.0	88.0	88.0	88.0	88.0
Volume/Cap:	0.46	0.46	0.46	0.62	0.62	0.10	0.04	0.62	0.11	0.06	0.48	0.48
Delay/Veh:	39.7	39.7	39.7	43.4	43.4	35.0	7.0	12.6	7.4	7.1	10.4	10.4
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	39.7	39.7	43.4	43.4	35.0	7.0	12.6	7.4	7.1	10.4	10.4
LOS by Move:	D	D	D	D	D	D	A	B	A	A	B	B
DesignQueue:	13	13	13	18	18	3	1	20	3	2	16	16

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #4038: SR 87 and Taylor St *



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	4:45-5:45PM							
Base Vol:	549	0	687	97	0	265	143	408	651	693	424	119	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	549	0	687	97	0	265	143	408	651	693	424	119	
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:	549	0	687	97	0	265	143	408	651	693	424	119	
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	549	0	687	97	0	0	143	408	651	693	424	119	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	549	0	687	97	0	0	143	408	651	693	424	119	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	549	0	687	97	0	0	143	408	651	693	424	119	

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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750

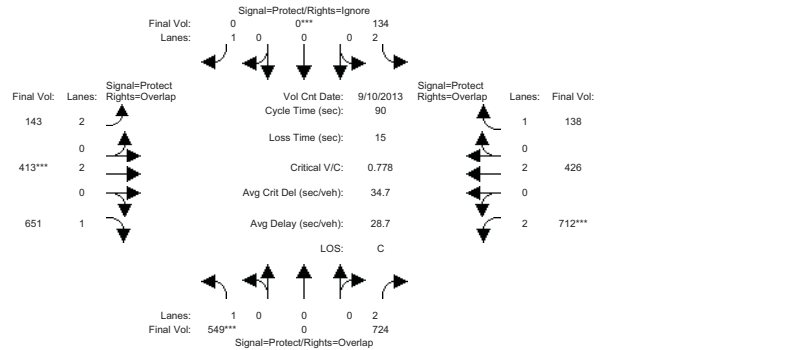
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.22	0.03	0.00	0.00	0.05	0.11	0.37	0.22	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	36.7	0.0	25.7	36.7	0.0	0.0	15.7	12.6	49.3	25.7	22.6	59.3
Volume/Cap:	0.77	0.00	0.76	0.08	0.00	0.00	0.26	0.77	0.68	0.77	0.44	0.10
Delay/Veh:	28.1	0.0	33.2	16.3	0.0	0.0	32.4	44.1	16.7	33.5	28.8	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:	28.1	0.0	33.2	16.3	0.0	0.0	32.4	44.1	16.7	33.5	28.8	5.7
LOS by Move:	C	A	C	B	A	A	C	D	B	C	C	A
DesignQueue:	19	0	16	2	0	0	4	9	17	16	8	2

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj PM

Intersection #4038: SR 87 and Taylor St *



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

Volume Module: >> Count Date: 10 Sep 2013 << 4:45-5:45PM												
Base Vol:	549	0	687	97	0	265	143	408	651	693	424	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	549	0	687	97	0	265	143	408	651	693	424	119
Added Vol:	0	0	37	37	0	0	0	5	0	19	2	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	549	0	724	134	0	265	143	413	651	712	426	138
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	549	0	724	134	0	0	143	413	651	712	426	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	549	0	724	134	0	0	143	413	651	712	426	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	549	0	724	134	0	0	143	413	651	712	426	138

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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750

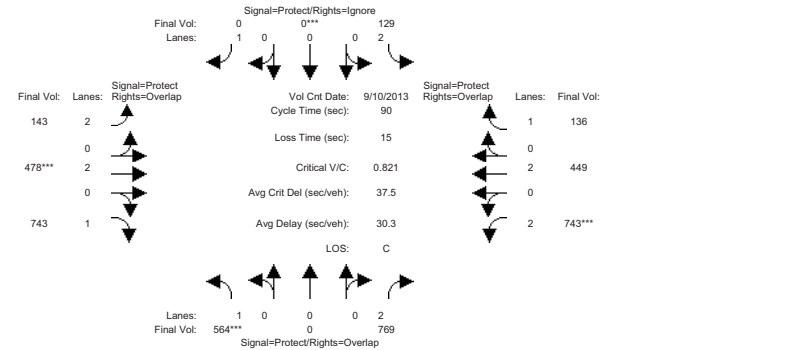
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.23	0.04	0.00	0.00	0.05	0.11	0.37	0.23	0.11	0.08
Crit Moves:	****			****			****			****		
Green Time:	36.3	0.0	27.8	34.6	0.0	0.0	15.9	12.6	48.9	26.1	22.9	57.4
Volume/Cap:	0.78	0.00	0.74	0.11	0.00	0.00	0.26	0.78	0.69	0.78	0.44	0.12
Delay/Veh:	28.9	0.0	31.0	17.9	0.0	0.0	32.2	44.6	17.1	33.6	28.5	6.4
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:	28.9	0.0	31.0	17.9	0.0	0.0	32.2	44.6	17.1	33.6	28.5	6.4
LOS by Move:	C	A	C	B	A	A	C	D	B	C	C	A
DesignQueue:	19	0	16	3	0	0	4	9	18	16	8	3

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

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

Intersection #4038: SR 87 and Taylor St *



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

Volume Module:	>>	Count	Date:	10 Sep 2013	<<	4:45-5:45PM							
Base Vol:	549	0	687	97	0	265	143	408	651	693	424	119	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	549	0	687	97	0	265	143	408	651	693	424	119	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
ATI:	15	0	82	32	0	0	0	70	92	50	25	17	
Initial Fut:	564	0	769	129	0	265	143	478	743	743	449	136	
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	564	0	769	129	0	0	143	478	743	743	449	136	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	564	0	769	129	0	0	143	478	743	743	449	136	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	564	0	769	129	0	0	143	478	743	743	449	136	

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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750

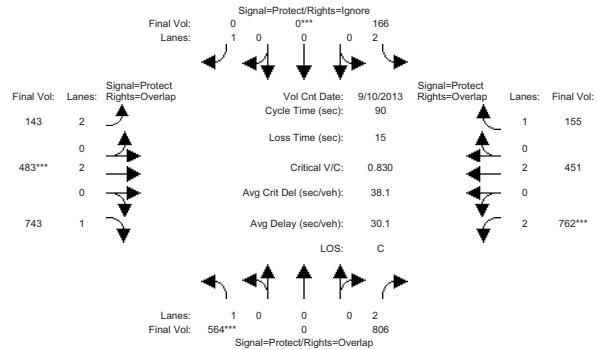
Capacity Analysis Module:												
Vol/Sat:	0.32	0.00	0.24	0.04	0.00	0.00	0.05	0.13	0.42	0.24	0.12	0.08
Crit Moves:	****			****			****			****		
Green Time:	35.3	0.0	29.3	32.0	0.0	0.0	15.7	13.8	49.1	25.9	23.9	55.9
Volume/Cap:	0.82	0.00	0.75	0.12	0.00	0.00	0.26	0.82	0.78	0.82	0.44	0.13
Delay/Veh:	32.3	0.0	30.3	19.6	0.0	0.0	32.3	46.0	20.2	35.9	27.8	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:	32.3	0.0	30.3	19.6	0.0	0.0	32.3	46.0	20.2	35.9	27.8	7.1
LOS by Move:	C	A	C	B	A	A	C	D	C	D	C	A
DesignQueue:	20	0	17	3	0	0	4	10	20	17	8	3

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgnd + Proj PM

Intersection #4038: SR 87 and Taylor St *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Sep 2013 << 4:45-5:45PM												
Base Vol:	549	0	687	97	0	265	143	408	651	693	424	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	549	0	687	97	0	265	143	408	651	693	424	119
Added Vol:	0	0	37	37	0	0	0	5	0	19	2	19
ATI:	15	0	82	32	0	0	0	70	92	50	25	17
Initial Fut:	564	0	806	166	0	265	143	483	743	762	451	155
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	564	0	806	166	0	0	143	483	743	762	451	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	564	0	806	166	0	0	143	483	743	762	451	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	564	0	806	166	0	0	143	483	743	762	451	155

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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750

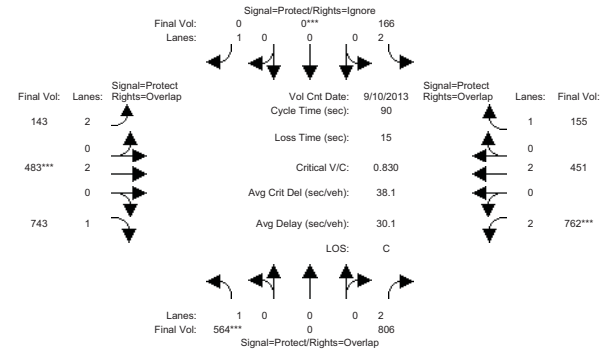
Capacity Analysis Module:												
Vol/Sat:	0.32	0.00	0.26	0.05	0.00	0.00	0.05	0.13	0.42	0.24	0.12	0.09
Crit Moves:	****			****			****		****			****
Green Time:	35.0	0.0	31.6	29.6	0.0	0.0	15.8	13.8	48.8	26.2	24.2	53.8
Volume/Cap:	0.83	0.00	0.73	0.16	0.00	0.00	0.26	0.83	0.78	0.83	0.44	0.15
Delay/Veh:	33.3	0.0	28.0	21.4	0.0	0.0	32.2	46.7	20.8	36.2	27.6	8.0
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:	33.3	0.0	28.0	21.4	0.0	0.0	32.2	46.7	20.8	36.2	27.6	8.0
LOS by Move:	C	A	C	C	A	A	C	D	C	D	C	A
DesignQueue:	20	0	17	3	0	0	4	11	20	17	8	3

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

Japantown Corporation Yard
San Jose, CA
600 Condos, 25 KSF Retail Space, and 60 KSF Community Amenity Space

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Near-Term Cumulative PM

Intersection #4038: SR 87 and Taylor St *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Sep 2013 << 4:45-5:45PM												
Base Vol:	549	0	687	97	0	265	143	408	651	693	424	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	549	0	687	97	0	265	143	408	651	693	424	119
Added Vol:	0	0	37	37	0	0	0	5	0	19	2	19
ATI+CumTrip:	15	0	82	32	0	0	0	70	92	50	25	17
Initial Fut:	564	0	806	166	0	265	143	483	743	762	451	155
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	564	0	806	166	0	0	143	483	743	762	451	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	564	0	806	166	0	0	143	483	743	762	451	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	564	0	806	166	0	0	143	483	743	762	451	155

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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.32	0.00	0.26	0.05	0.00	0.00	0.05	0.13	0.42	0.24	0.12	0.09
Crit Moves:	****			****			****		****			****
Green Time:	35.0	0.0	31.6	29.6	0.0	0.0	15.8	13.8	48.8	26.2	24.2	53.8
Volume/Cap:	0.83	0.00	0.73	0.16	0.00	0.00	0.26	0.83	0.78	0.83	0.44	0.15
Delay/Veh:	33.3	0.0	28.0	21.4	0.0	0.0	32.2	46.7	20.8	36.2	27.6	8.0
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:	33.3	0.0	28.0	21.4	0.0	0.0	32.2	46.7	20.8	36.2	27.6	8.0
LOS by Move:	C	A	C	C	A	A	C	D	C	D	C	A
DesignQueue:	20	0	17	3	0	0	4	11	20	17	8	3

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

Appendix E

Signal Warrant Worksheets

Japantown Corporation Yard

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: BJ date: 12/22/13Major Street: Taylor St
Minor Street: N. Sixth StCritical Approach Speed* (mph) 25Critical Approach Speed* (mph) 25

*Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h).....

In built up area of isolated community of < 10,000 population.....

☐ }
☐ } Rural (R)
☒ Urban (U)

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

AM PEAK PERIOD

	Existing	Exist + Proj	Background	Bkgd + Proj				
Minor Street Approach Direction w/ Highest Delay	NB	NB	NB	NB				
Highest Minor Street Average Delay (sec/veh)	40.4	67.2	70.4	139.1				
Corresponding Minor Street Approach Volume (veh/hr)	89	98	89	98				
Minor Street Total Delay (veh-hrs)	1.0	1.8	1.7	3.8				

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No				
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	No	No	No	No				
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes				
Signal Warranted based on Part A?	No	No	No	No				

PART B

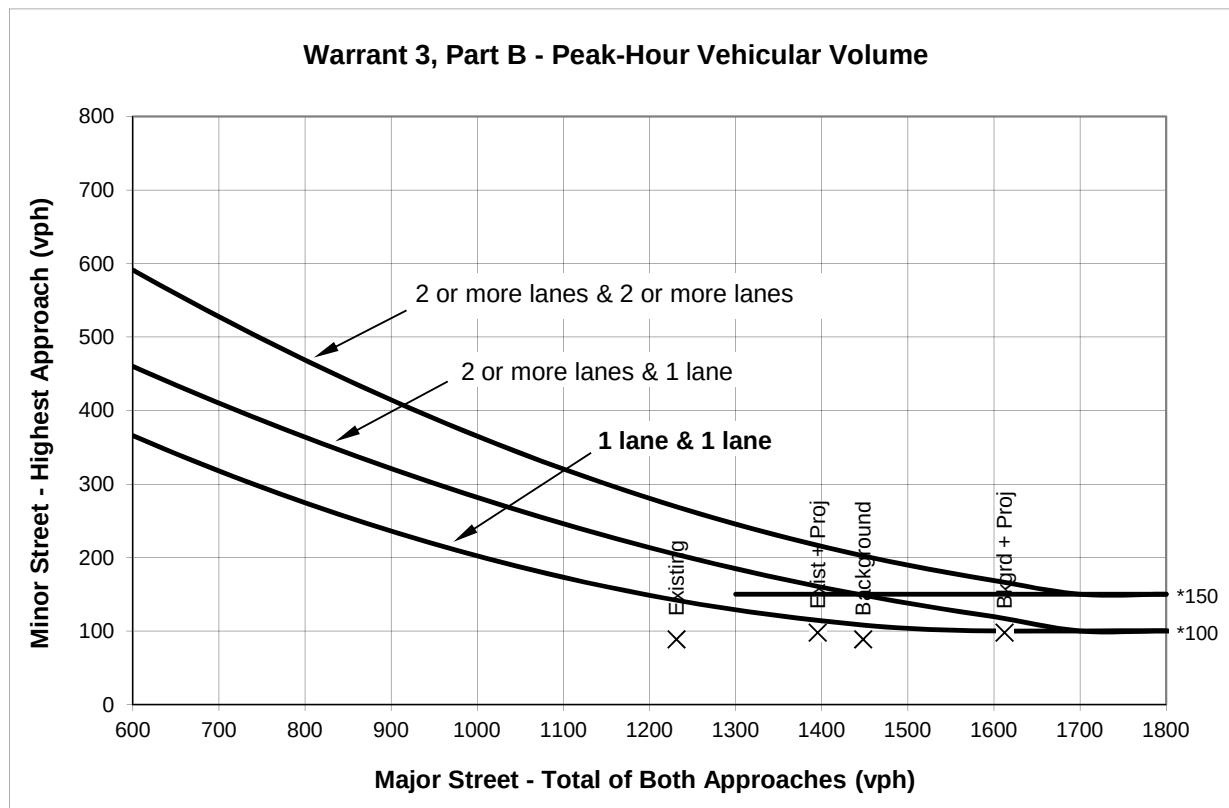
AM PEAK PERIOD

				AM PEAK PERIOD				
				Existing	Exist + Proj	Background	Bkgd + Proj	
				One	2 or More			
Major Street - Both Approaches	Taylor St	X		1231	1395	1448	1612	
Minor Street - Highest Approach	N. Sixth St	X		89	98	89	98	
Signal Warranted based on Part B?				No	No	No	No	

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).
Notes:

Japantown Corporation Yard

N. Sixth Street & Taylor Street**AM PEAK PERIOD**

Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

					AM PEAK PERIOD									
					Approach Lanes		Existing	Exist + Proj	Background	Bkgrd + Proj				
					One	Two or More								
Major Street - Both Approaches		Taylor St		X		1231	1395	1448	1612					
Minor Street - Highest Approach		N. Sixth St		X		89	98	89	98					
Signal Warranted Based on Part B - Peak-Hour Volumes?						No	No	No	No					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Japantown Corporation Yard

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: BJ date: 12/22/13

Major Street: Taylor St
 Minor Street: N. Sixth St

Critical Approach Speed* (mph) 25Critical Approach Speed* (mph) 25

*Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h).....

In built up area of isolated community of < 10,000 population.....

☐ }
 or } **Rural (R)**
☒ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Exist + Proj	Background	Bkgd + Proj				
Minor Street Approach Direction w/ Highest Delay	NB	NB	NB	NB				
Highest Minor Street Average Delay (sec/veh)	49.4	128.4	88.2	308.1				
Corresponding Minor Street Approach Volume (veh/hr)	71	94	71	94				
Minor Street Total Delay (veh-hrs)	1.0	3.4	1.7	8.0				

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	Yes				
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	No	No	No	No				
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes				
Signal Warranted based on Part A?	No	No	No	No				

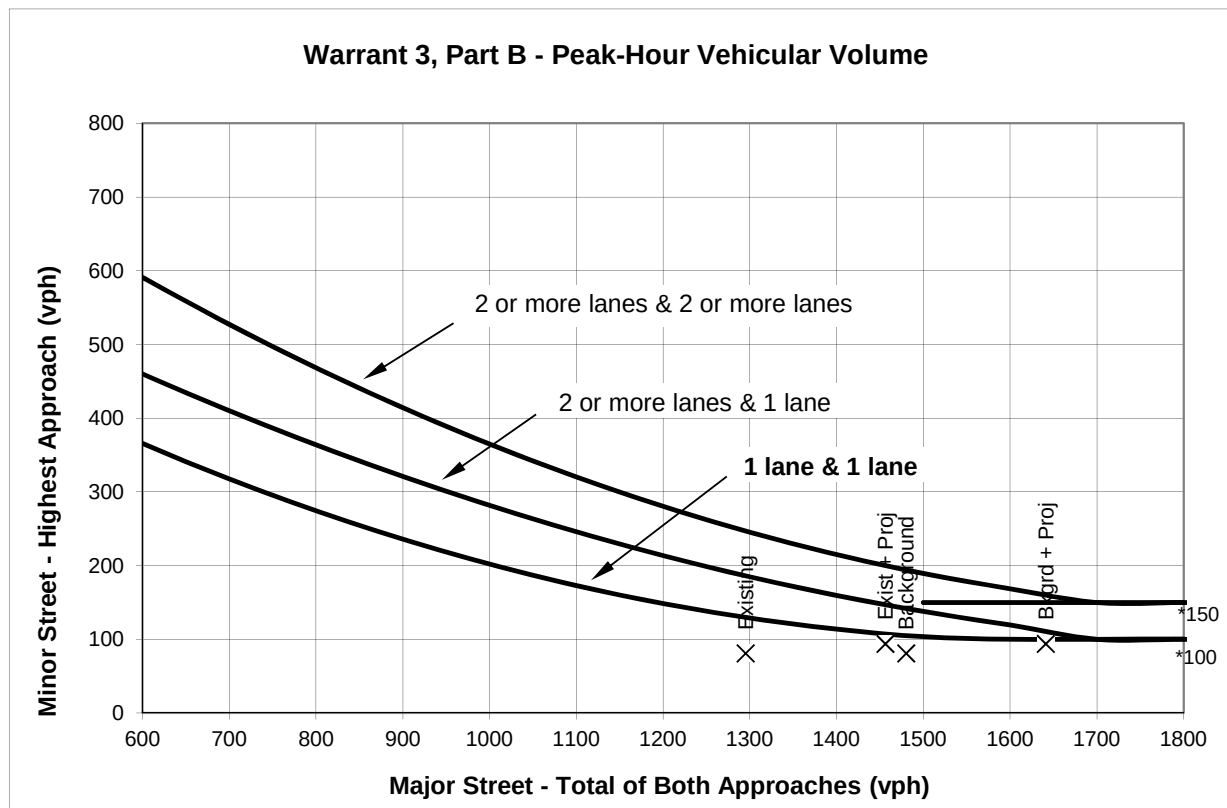
PART B

PM PEAK HOUR

Approach Lanes				Existing	Exist + Proj	Background	Bkgd + Proj				
One 2 or More											
Major Street - Both Approaches	Taylor St	X		1295	1456	1480	1641				
Minor Street - Highest Approach	N. Sixth St	X		81	94	81	94				
Signal Warranted based on Part B?				No	No	No	No				

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).
 Notes:



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

			PM PEAK HOUR							
			Approach Lanes		Existing	Exist + Proj	Background	Bkgd + Proj		
			One	2 or More						
Major Street - Both Approaches	Taylor St		X		1295	1456	1480	1641		
Minor Street - Highest Approach	N. Sixth St		X		81	94	81	94		
Signal Warranted Based on Part B - Peak-Hour Volumes?					No	No	No	No		

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

APPENDIX C

PARKING STUDY



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: February 7, 2014
To: Nanci Klein, City of San Jose
From: Brian Jackson and Trisha Dudala, P.E.
Subject: Draft Parking Study for the Japantown Corporation Yard Redevelopment Project

Hexagon Transportation Consultants, Inc. has completed a parking study for the proposed Japantown Corporation Yard Redevelopment project. The project includes a mixed-use development on the former Corporation Yard site located in the area of San Jose known as Japantown. The 5.23-acre vacant site is bordered by Taylor Street on the north, North Seventh Street on the east, Jackson Street on the south, and North Sixth Street on the west. The project as proposed would consist of constructing up to 600 condominium units, up to 25,000 square feet (s.f.) of retail space, and up to 60,000 s.f. of community amenity space. The community amenity space would include Taiko drumming facilities, office space, TV studio space, rehearsal studios, community meeting rooms and conference space.

A multi-level parking garage will provide on-site parking for the project, with access provided via North Seventh Street. It is our understanding that the project will provide an adequate amount of on-site parking to serve the project, per City of San Jose parking recommendations.

Currently, there is a 61-space City of San Jose paid parking lot located on the Corporation Yard site that will need to be removed in order to redevelop the site. Since the project will be removing this parking, some members of the public are concerned about parking supply for the existing Japantown businesses. For this reason, existing parking conditions in the Japantown area were evaluated.

Hexagon counted the number of on-street parking spaces within a reasonable walking distance of the project site (see Figure 1). A "reasonable walking distance" can be defined as approximately one quarter mile. The number of occupied spaces was counted hourly throughout the day and evening for one typical weekday and one typical Saturday. The results of the parking surveys are summarized in this report.

Parking Availability in the Neighborhood

Hexagon counted available parking on streets within a 0.25 mile radius of the project site throughout the day and evening for one typical weekday and one typical Saturday. The following roadway segments were surveyed:

- Mission Street, between 4th Street and 8th Street
- Taylor Street, between 3rd Street and 10th Street
- Jackson Street, between 3rd Street and 10th Street
- Empire Street, between 4th Street and 9th Street
- Third Street, between Taylor Street and Jackson Street
- Fourth Street, between Mission Street and Empire Street
- Fifth Street, between Mission Street and Empire Street
- Sixth Street, between Mission Street and Taylor Street
- Seventh Street, between Mission Street and Empire Street
- Ninth Street, between Mission Street and Empire Street
- Tenth Street, between Taylor Street and Jackson Street



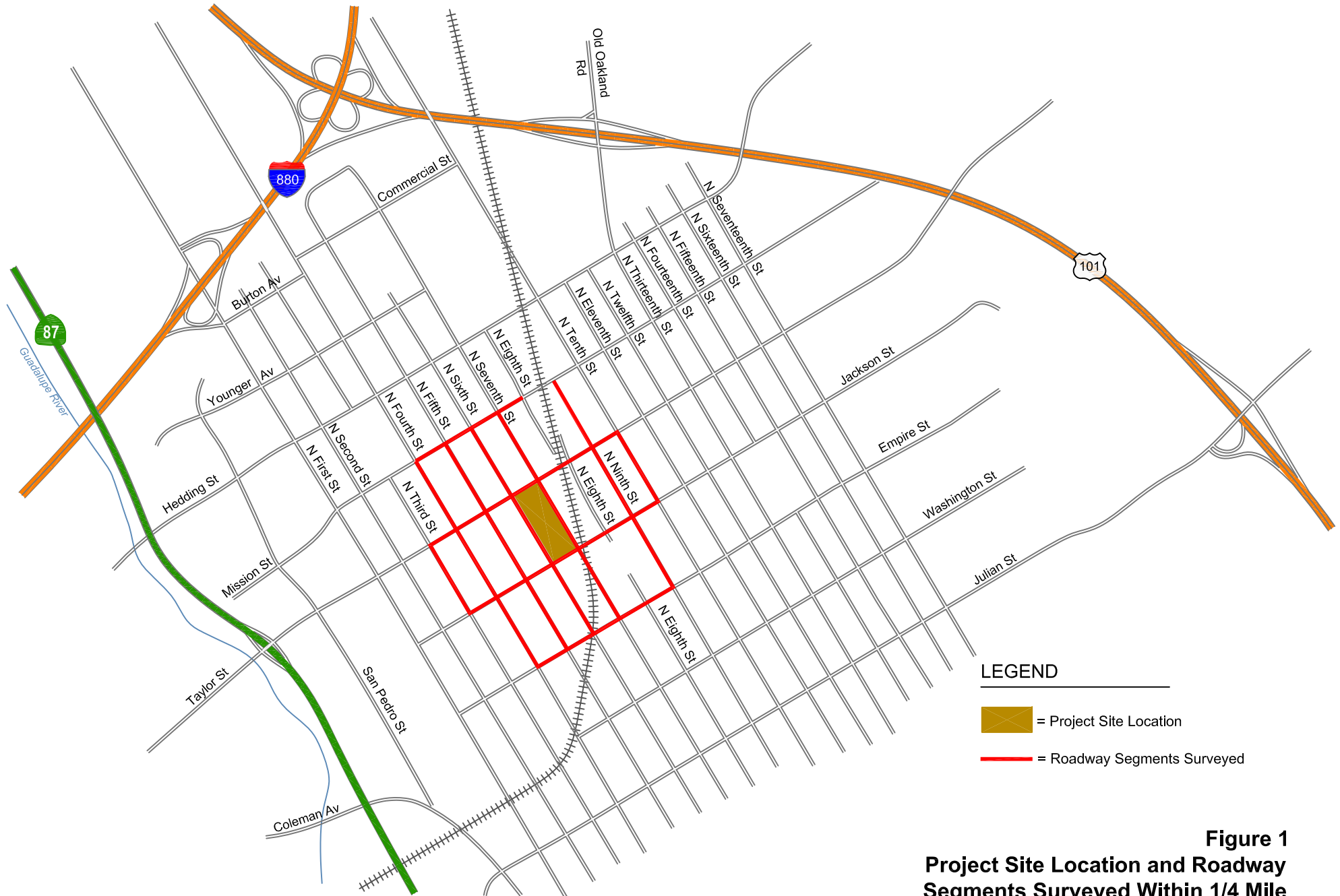


Figure 1
Project Site Location and Roadway
Segments Surveyed Within 1/4 Mile

Street Parking Definitions and Supply

Various categories of street parking were included in the surveys. The “free parking” spaces primarily consist of parking spaces along the curb that are free and have no time restrictions. The “short-term parking” spaces have time duration restrictions (e.g., 2-hr parking). The “restricted parking” spaces cannot be used during certain times of the day. The use of “metered parking” requires a driver to pay to use the spaces. Some metered parking spaces also have time restrictions and the designated “loading zones” have the potential to provide for parking during non-business hours.

The locations of parking spaces counted and the total number of available on-street parking spaces are summarized in Tables 1 and 2. As shown in the tables, the streets that were surveyed within a quarter mile radius of the project site collectively provide a total of 1,438 parking spaces consisting of:

- 962 free parking spaces,
- 20 potential parking spaces in 8 designated loading zones,
- 53 short term parking spaces,
- 214 metered parking spaces, and
- 189 restricted parking spaces.

In addition to these spaces, there currently is a parking lot on the project site with 61 spaces, making the actual current total 1,499 parking spaces. Since the proposed project will remove this parking lot, the current parking demand for this lot will be shifted to the surrounding available parking in the area. Thus, in order to account for the loss of this parking lot, the parking analysis assumes the total future available parking supply within a quarter mile radius of the project site will be 1,438 parking spaces.

Parking Count Methodology and Results

Parking counts were conducted between the hours of 6:00 AM and 10:00 PM, once every hour, on the north/south streets and east/west streets. Table 3 shows the total number of spaces occupied and the number of spaces available by hour on a typical weekday. The total number of spaces includes free parking, restricted parking, short-term parking, metered parking and potential parking in loading zones.

The chart shown on Figure 2 shows that parking demand on a typical weekday peaks during two different time periods: once during lunch time between 11:30 AM and 12:30 PM, and again at night between 7:00 PM and 8:00 PM. The chart also shows that parking demand during a typical weekday increases gradually from a low at 8:00 AM to a peak occupancy of 782 spaces at Noon. After Noon, the demand for parking in the area decreases steadily until about 3:00 PM. After 3:00 PM, the demand for parking begins to increase again, reaching a peak of 904 spaces at 8:00 PM. After 8:00 PM, the parking demand begins to slowly decline. During the hour with the highest parking demand, 63 percent of the total available parking spaces in the area were occupied, and 534 parking spaces were still available on a typical weekday.

Table 4 shows the total number of spaces occupied and the number of spaces available by hour on a typical Saturday. The Saturday parking occupancy data is also illustrated on a chart shown on Figure 3.

As shown in Table 4 and illustrated in Figure 3, the demand for parking on a typical Saturday appears to be slightly higher (approximately 8 percent higher) compared to the parking demand on a typical weekday. The demand for parking on a Saturday follows the same pattern as the demand for parking on a typical weekday, with two peaks: one around lunch time (Noon) and the other in the late evening. Parking demand at its peak was counted to be 973 spaces between 6:00 PM and 7:00 PM on Saturday. During the hour with the highest parking demand, 68 percent of the total available parking spaces in the area were occupied, and 534 parking spaces were still available on Saturday. These spaces include free parking, restricted parking, short-term parking, metered parking and potential parking at designated loading zones.

Table 1
On-Street Parking Inventory (East-West Streets)

East-West Streets	Type of Parking	Total Spaces
Mission Street		
4th St. - 5th St.	Free Parking	20
5th St. to 6th St.	Free Parking	19
6th St. to 7th St.	Free Parking	17
6th St. - 7th St.	Loading Zone	1
7th St. to 8th St.	Free Parking	18
Taylor Street		
3rd St. to 4th St.	Free Parking	7
4th St. to 5th St.	Free Parking	6
4th St. to 5th St.	Short Term Parking	7
5th St. to 6th St.	Free Parking	12
5th St. to 6th St.	Short Term Parking	6
6th St. to 7th St.	Free Parking	15
7th St. to 9th St.	Free Parking	24
7th St. to 9th St.	Short Term Parking	6
9th St. to 10th St.	Free Parking	13
Jackson Street		
3rd St. to 4th St.	Metered Parking	17
4th St. to 5th St.	Metered Parking	20
5th St. to 6th St.	Metered Parking	29
6th St. to 7th St.	Metered Parking	18
7th St. to 9th St.	Free Parking	48
9th St. to 10th St.	Free Parking	20
Empire Street		
4th St. to 5th St.	Free Parking	14
4th St. to 5th St.	Short Term Parking	3
5th St. to 6th St.	Free Parking	15
6th St. to 7th St.	Free Parking	17
7th St. to 9th St.	Free Parking	32
Totals:		404

Table 2
On-Street Parking Inventory (North-South Streets)

North-South Streets	Type of Parking	Total Spaces
3rd Street		
Taylor St. to Jackson St.	Free Parking	54
4th Street		
Mission St. to Taylor St.	Free Parking	43
Taylor St. to Jackson St.	Free Parking	14
Taylor St. to Jackson St.	Short Term Parking	4
Taylor St. to Jackson St.	Restricted Parking	17
Jackson St. to Empire St.	Free Parking	35
Jackson St. to Empire St.	Short Term Parking	2
Jackson St. to Empire St.	Metered Parking	16
5th Street		
Mission St. to Taylor St.	Free Parking	53
Taylor St. to Jackson St.	Free Parking	29
Taylor St. to Jackson St.	Short Term Parking	9
Taylor St. to Jackson St.	Loading Zone	4
Taylor St. to Jackson St.	Metered Parking	6
Jackson St. to Empire St.	Free Parking	28
Jackson St. to Empire St.	Metered Parking	7
Jackson St. to Empire St.	Short Term Parking	2
Jackson St. to Empire St.	Loading Zone	5
6th Street		
Mission St. to Taylor St.	Free Parking	59
Mission St. to Taylor St.	Loading Zone	2
Taylor St. to Jackson St.	Free Parking	9
Taylor St. to Jackson St.	Metered Parking	57
Taylor St. to Jackson St.	Loading Zone	4
Taylor St. to Jackson St.	CSJ Parking Lot (to be removed)	61
Jackson St. to Empire St.	Free Parking	10
Jackson St. to Empire St.	Metered Parking	44
Jackson St. to Empire St.	Loading Zone	2
Jackson St. to Empire St.	Short Term Parking	3
Parking Lot	Parking Lot (2 hr parking restriction - short term)	11
7th Street		
Mission St. to Taylor St.	Free Parking	49
Mission St. to Taylor St.	Loading Zone	1
Taylor St. to Jackson St.	Free Parking	66
Jackson St. to Empire St.	Free Parking	44
9th Street		
Mission St. to Taylor St.	Parking Lot (Restricted Parking)	172
Taylor St. to Jackson St.	Free Parking	64
Jackson St. to Empire St.	Free Parking	57
Jackson St. to Empire St.	Loading Zone	1
10th Street		
Taylor St. to Jackson St.	Free Parking	51
Totals:		1,095

Table 3
Parking Count (All Parking Types) – Typical Weekday

Hour	Weekday Total Parking			
	Total Parking Spaces	Spaces Occupied	% Occupied	Spaces Available
6:00 AM	1438	680	47%	758
7:00 AM	1438	630	44%	808
8:00 AM	1438	609	42%	829
9:00 AM	1438	620	43%	818
10:00 AM	1438	670	47%	768
11:00 AM	1438	664	46%	774
Noon	1438	782	54%	656
1:00 PM	1438	768	53%	670
2:00 PM	1438	695	48%	743
3:00 PM	1438	609	42%	829
4:00 PM	1438	620	43%	818
5:00 PM	1438	653	45%	785
6:00 PM	1438	808	56%	630
7:00 PM	1438	886	62%	552
8:00 PM	1438	904	63%	534
9:00 PM	1438	806	56%	632
10:00 PM	1438	746	52%	692

Figure 2 below illustrates the above weekday parking count data.

Figure 2
Parking Count (All Parking Types) – Typical Weekday

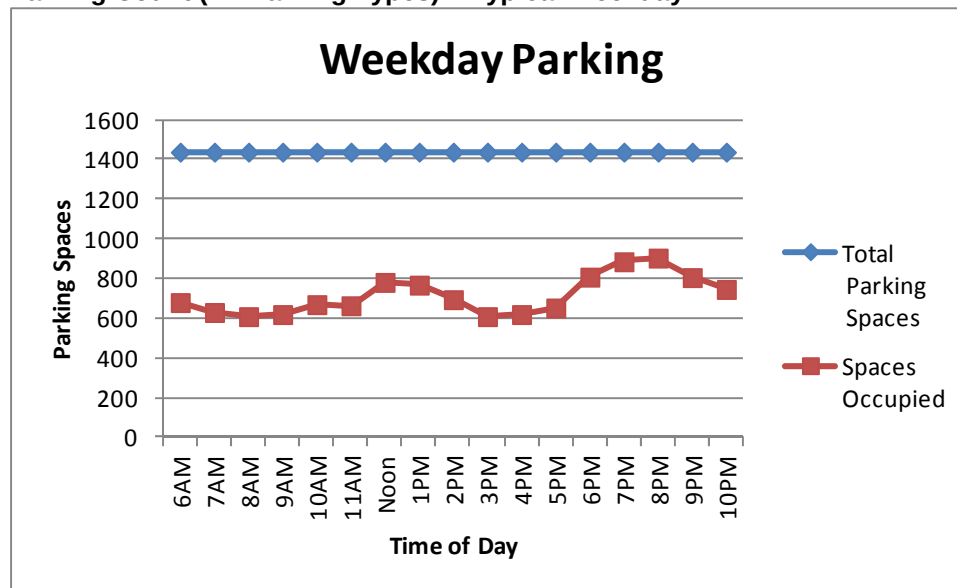
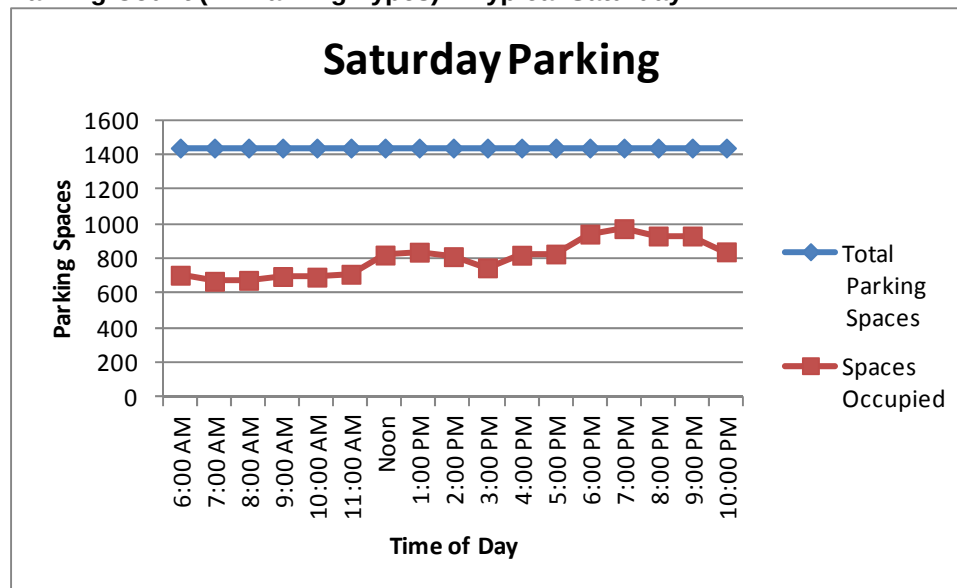


Table 4
Parking Count (All Parking Types) – Typical Saturday

Hour	Saturday Total Parking			
	Total Parking Spaces	Spaces Occupied	% Occupied	Spaces Available
6:00 AM	1438	705	49%	733
7:00 AM	1438	670	47%	768
8:00 AM	1438	675	47%	763
9:00 AM	1438	697	48%	741
10:00 AM	1438	694	48%	744
11:00 AM	1438	710	49%	728
Noon	1438	821	57%	617
1:00 PM	1438	838	58%	600
2:00 PM	1438	812	56%	626
3:00 PM	1438	747	52%	691
4:00 PM	1438	820	57%	618
5:00 PM	1438	827	58%	611
6:00 PM	1438	942	66%	496
7:00 PM	1438	973	68%	465
8:00 PM	1438	931	65%	507
9:00 PM	1438	931	65%	507
10:00 PM	1438	839	58%	599

Figure 3 below illustrates the above Saturday parking count data.

Figure 3
Parking Count (All Parking Types) – Typical Saturday



Hexagon also analyzed the availability of only the free parking spaces in the area because of the logistics and constraints associated with metered parking, restricted parking, short-term parking and potential parking in loading zones. It is likely that there would be a higher demand for the free parking spaces in the area, even if metered or restricted parking is situated closer to a particular destination. Table 5 and Figure 4 show the number of occupied and available free parking spaces on a typical weekday.

As shown in Table 5, there are a total of 962 unrestricted free parking spaces within a quarter mile radius of the project site. The peak weekday demand for free parking was observed to occur during the late evening between 7:00 PM and 8:00 PM (64 percent occupied) with 617 free spaces occupied out of a total of 962 free spaces. There were 345 free parking spaces available during the hour with the highest parking demand on a typical weekday.

Table 6 and Figure 5 show the number of occupied and available free parking spaces on a typical Saturday. As shown in Table 6, the peak Saturday demand for free parking was observed to occur during the evening between 6:00 PM and 7:00 PM (70 percent occupied) with 674 free spaces occupied out of a total of 962 free parking spaces. There were 288 free parking spaces available within a quarter mile radius of the project site during the hour with the highest parking demand on a typical Saturday.

Current Usage of the 61-Space Public Lot On-Site

The 61-space public parking lot located on the Corporation Yard site currently is underutilized. Based on the weekday parking counts, the peak parking demand of this lot occurs between Noon and 2:00 PM. During this time, a maximum of 12 vehicles were parked in this lot. Eight or fewer vehicles were parked in the lot the remainder of the weekday observed. Based on the parking counts conducted on Saturday, the parking demand of this lot peaked between 1:00 PM and 2:00 PM (maximum of 12 parked vehicles), and peaked again between 6:00 PM and 7:00 PM (maximum of 14 parked vehicles). Ten or fewer vehicles were parked in the lot the remainder of the day on Saturday. Based on the current usage of this lot, it can be concluded that the loss of the 61-space lot can be absorbed by other available parking in the area.

Conclusions

Based on the parking counts conducted within a quarter mile radius of the Corporation Yard site, there are a total of 1,499 public parking spaces within walking distance of the site. Since the project will remove the 61-space City of San Jose public parking lot located on the site, the current parking demand for this lot will be shifted to the surrounding available parking in the area. Thus, with the project the total future available parking supply within a quarter mile radius of the site will be 1,438 parking spaces. Based on the results of the parking study, the loss of the 61-space lot can be absorbed by other available parking in the area.

The 1,438 street parking spaces within one quarter mile of the site include free parking, metered parking, short-term parking, restricted parking, and potential parking in designated loading zones. During the weekday observations, the peak parking demand occurred between 7:00 PM and 8:00 PM, with 63 percent of the available parking spaces occupied. During this weekday hour, 904 parking spaces were occupied and 534 spaces were available. The Saturday observations show that the peak parking demand occurred between 6:00 PM and 7:00 PM, with 68 percent of the available parking spaces occupied. During this hour on Saturday, 973 parking spaces were occupied and 465 spaces were available. The peak parking demand on Saturday was marginally higher (8 percent higher) than the peak parking demand that occurred on the weekday.

Because of the logistics and limitations associated with metered parking, restricted parking, short-term parking, and potential parking in designated loading zones, it is likely that there would be a higher demand for the free parking spaces in the area, even if metered or restricted parking is situated closer to a particular destination. There are a total of 962 free parking spaces within a quarter mile radius of the project site. Based on our analysis of the free parking spaces in the area, on a typical weekday the highest demand for free parking occurred between 7:00 PM and 8:00 PM with 64 percent of the free parking spaces occupied. During this weekday hour, 617 free parking spaces were occupied and 345 free spaces were available. On a typical Saturday the highest demand for free parking occurred between 6:00 PM and 7:00 PM with 70 percent of the free parking spaces occupied. During this hour on Saturday, 674 free parking spaces were occupied and 288 free parking spaces were available.

Table 5
Parking Count (Free Parking Only) – Typical Weekday

Hour	Weekday Total Parking			
	Total Free Parking Spaces	Spaces Occupied	% Occupied	Spaces Available
6:00 AM	962	592	62%	370
7:00 AM	962	544	57%	418
8:00 AM	962	514	53%	448
9:00 AM	962	506	53%	456
10:00 AM	962	506	53%	456
11:00 AM	962	486	51%	476
Noon	962	517	54%	445
1:00 PM	962	512	53%	450
2:00 PM	962	502	52%	460
3:00 PM	962	450	47%	512
4:00 PM	962	466	48%	496
5:00 PM	962	491	51%	471
6:00 PM	962	556	58%	406
7:00 PM	962	582	60%	380
8:00 PM	962	617	64%	345
9:00 PM	962	612	64%	350
10:00 PM	962	594	62%	368

Figure 4 below illustrates the above weekday free parking count data.

Figure 4
Parking Count (Free Parking Only) – Typical Weekday

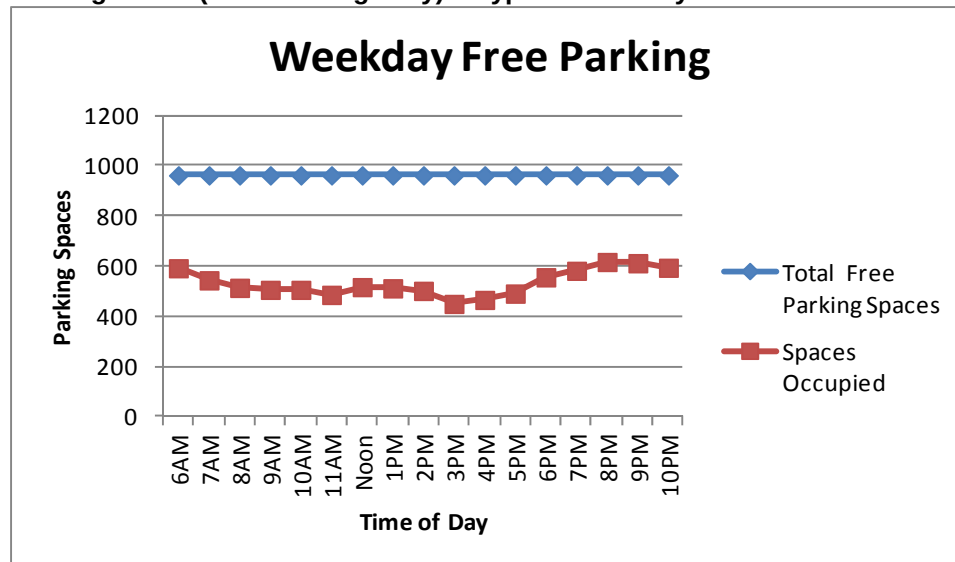


Table 6
Parking Count (Free Parking Only) – Typical Saturday

Hour	Saturday Total Parking			
	Total Free Parking Spaces	Spaces Occupied	% Occupied	Spaces Available
6:00 AM	962	621	65%	341
7:00 AM	962	584	61%	378
8:00 AM	962	592	62%	370
9:00 AM	962	607	63%	355
10:00 AM	962	585	61%	377
11:00 AM	962	579	60%	383
Noon	962	605	63%	357
1:00 PM	962	597	62%	365
2:00 PM	962	595	62%	367
3:00 PM	962	587	61%	375
4:00 PM	962	624	65%	338
5:00 PM	962	621	65%	341
6:00 PM	962	672	70%	290
7:00 PM	962	674	70%	288
8:00 PM	962	667	69%	295
9:00 PM	962	673	70%	289
10:00 PM	962	637	66%	325

Figure 5 below illustrates the above Saturday free parking count data.

Figure 5
Parking Count (Free Parking Only) – Typical Saturday

