Appendix I:
Transportation Analysis

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HEXAGON TRANSPORTATION CONSULTANTS, INC.

455 Piercy Road Warehouse

Transportation Analysis

Prepared for:

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Executive Summary

This report presents the results of the transportation analysis conducted for a proposed 121,600 square-foot (s.f.) warehouse located at 455 Piercy Road in the Edenvale Area of San Jose, California. As planned, the warehouse would operate between the hours of 7:00 AM and 7:00 PM, 7 days a week, and would employ between 40 and 80 full-time workers. The 8.97-acre project site is vacant. Two full-access driveways on Piercy Road would provide access to the project site.

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed industrial project. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook* (April 2020). Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook,* the project includes a California Environmental Quality Act (CEQA) level Transportation Analysis (TA) and a non-CEQA Local Transportation Analysis (LTA). The project would generate fewer than 100 new peak-hour vehicle trips, thus, a Congestion Management Program (CMP) traffic analysis based on the Santa Clara Valley Transportation Authority (VTA) Guidelines (2014) is not required.

CEQA Transportation Impact Analysis

Project Vehicle Miles Traveled (VMT) Analysis

The project VMT estimated by the City's VMT Evaluation Tool is 14.69 VMT per worker, which exceeds the industrial threshold (existing regional average) of 14.37 VMT per worker. Since the VMT generated by the project would exceed the threshold of significance for industrial employment uses in the area, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact to a less-than-significant level.

Project Mitigation

The following multi-modal infrastructure improvement (Tier 2 VMT reduction strategy) and Transportation Demand Management (TDM) measure (Tier 4 VMT reduction strategy) need to be implemented to mitigate the significant VMT impact:

1. **Traffic Calming Measures** – The project will shorten the northbound dual left-turn pocket and extend the raised median island on Hellyer Avenue at the Hellyer Avenue/Silver Creek Valley Road intersection. Field observations show the existing northbound dual left-turn pocket capacity far exceeds the vehicle queues that occur during the weekday AM and PM peak commute periods. In addition, the queuing analysis contained in Chapter 4 shows that the maximum left-turn vehicle queues under background plus project conditions are estimated to be less than half of the turn pocket capacity. Accordingly, Hexagon recommends reducing the

northbound dual left-turn pocket length from 450 feet to 250 feet. Raised median islands help to reduce vehicular speeds by narrowing the roadway, as well as provide a physical barrier between vehicles and pedestrians. Providing traffic calming measures creates a safer environment and promotes walking and biking as alternatives to driving. This multi-modal infrastructure improvement is intended to reduce drive-alone commute trips, thereby reducing VMT.

2. **Commute Trip Reduction Marketing and Education** – The project should implement a marketing campaign targeting all employees that encourages the use of shared rides and active modes of transportation. Marketing strategies may include new employee orientation on alternative commute options, event promotions, and publications. The project should provide information and encouragement to use transit services, shared ride modes (i.e., carpooling), and active modes to reduce drive-alone commute trips and, thus, VMT. It is assumed that 25% of the warehouse employees would participate in the commute trip reduction marketing and education program.

Based on the City's VMT Evaluation Tool, implementing the recommended mitigation measures would lower the project VMT to 14.25 per worker (a reduction of about 3.5%), which would reduce the project impact to a less-than-significant level (below the industrial threshold of 14.37 VMT per worker).

Cumulative VMT Impact Analysis

The proposed warehouse project is consistent with the uses allowed within the *Industrial Park* (IP) land use designation and is consistent with the following City of San Jose Land Use Policies:

- Land Use Policy LU-6.4: Encourage the development of new industrial areas and the redevelopment of existing older or marginal industrial areas with new industrial uses, particularly in locations which facilitate efficient commute patterns.
- Land Use Policy LU-6.5: Maintain and create Light Industrial and Heavy Industrial designated sites that are at least one acre in size in order to facilitate viable industrial uses.
- Land Use Policy LU-7.1: Encourage industrial supplier/service business retention and expansion in appropriate areas in the City.

The proposed project is consistent with the Envision San Jose 2040 General Plan and would not require a General Plan Amendment (GPA). The construction of a new warehouse would facilitate the development of an industrial site and would help retain industrial designated land within the City. Thus, the project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

Project Trip Generation

After applying the ITE trip rates to the proposed project and applying the appropriate trip reductions, it is estimated that the project would generate 201 new daily trips, with 20 new trips (15 inbound and 5 outbound) occurring during the AM peak hour and 22 new trips (6 inbound and 16 outbound) occurring during the PM peak hour.

Intersection Traffic Operations

The results of the intersection level of service evaluation show that the three signalized study intersections are currently operating at acceptable levels of service during the AM and PM peak hours of traffic and would continue to operate acceptably under background and background plus project conditions.

Edenvale Area Development Policy Conformance

The project site is located within Edenvale Sub-Area 3 of the Edenvale Area Development Policy (EADP) boundaries. The site already has approval for up to 156,293 s.f. of industrial development as part of the EADP based on a maximum allowable FAR of 0.40. Since the proposed project FAR is below an FAR of 0.40, the project is in conformance with the EADP and would not be required to pay the EADP Traffic Impact Fee (TIF).

Other Transportation Items

The proposed site plan shows adequate site access and on-site circulation for automobiles, trucks (including emergency vehicles), and pedestrians.

1. Introduction

This report presents the results of the transportation analysis conducted for a proposed 121,600 square-foot (s.f.) warehouse located at 455 Piercy Road in the Edenvale Area of San Jose, California. As planned, the warehouse would operate between the hours of 7:00 AM and 7:00 PM, 7 days a week, and would employ between 40 and 80 full-time workers. The 8.97-acre project site is vacant. Two full-access driveways on Piercy Road would provide access to the project site. The project site and surrounding area are shown on Figure 1. The proposed site plan is shown on Figure 2.

The project site is located within the Edenvale Area Development Policy (EADP) boundaries. With approval of the nearby iStar development proposal in 2006, 494,000 s.f. of potential industrial development was approved for future industrial/R&D/office development within Edenvale Sub-Areas 1 and 3. The project site is located in Edenvale Sub-Area 3, which means the site already has approval for industrial development as part of the EADP. The traffic study that was completed for the iStar development identified intersection improvements based on full buildout of the 494,000 s.f. of industrial development. The necessary intersection improvements that were identified have already been completed. For this reason, the project is not required to analyze any signalized intersections for potential adverse effects due to the project. The project is, however, required to report the intersection levels of service under existing, background, and background plus project conditions for informational purposes.

The project is required to be in conformance with the maximum allowable floor area ratio (FAR) for Edenvale Sub-Area 3 development, which is an FAR of 0.40 for industrial development. The project site is 8.97 acres in size and, therefore, is approved for up to 156,293 s.f. of industrial development calculated as follows:

8.97 ac x (43,560 s.f. / 1 ac) x 0.4 FAR = 156,293 s.f.

The amount of industrial square footage proposed for the site (121,600 s.f.) is less than the 156,293 s.f. of industrial development allowed on the site under the EADP. Thus, the proposed project density is in conformance with the EADP.

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed industrial project. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook* (April 2020). Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook,* the project includes a California Environmental Quality Act (CEQA) level Transportation Analysis (TA) and a non-CEQA Local Transportation Analysis (LTA). The project would generate fewer than 100 new peak-hour vehicle trips, thus, a Congestion Management Program (CMP) traffic analysis based on the Santa Clara Valley Transportation Authority (VTA) Guidelines (2014) is not required.

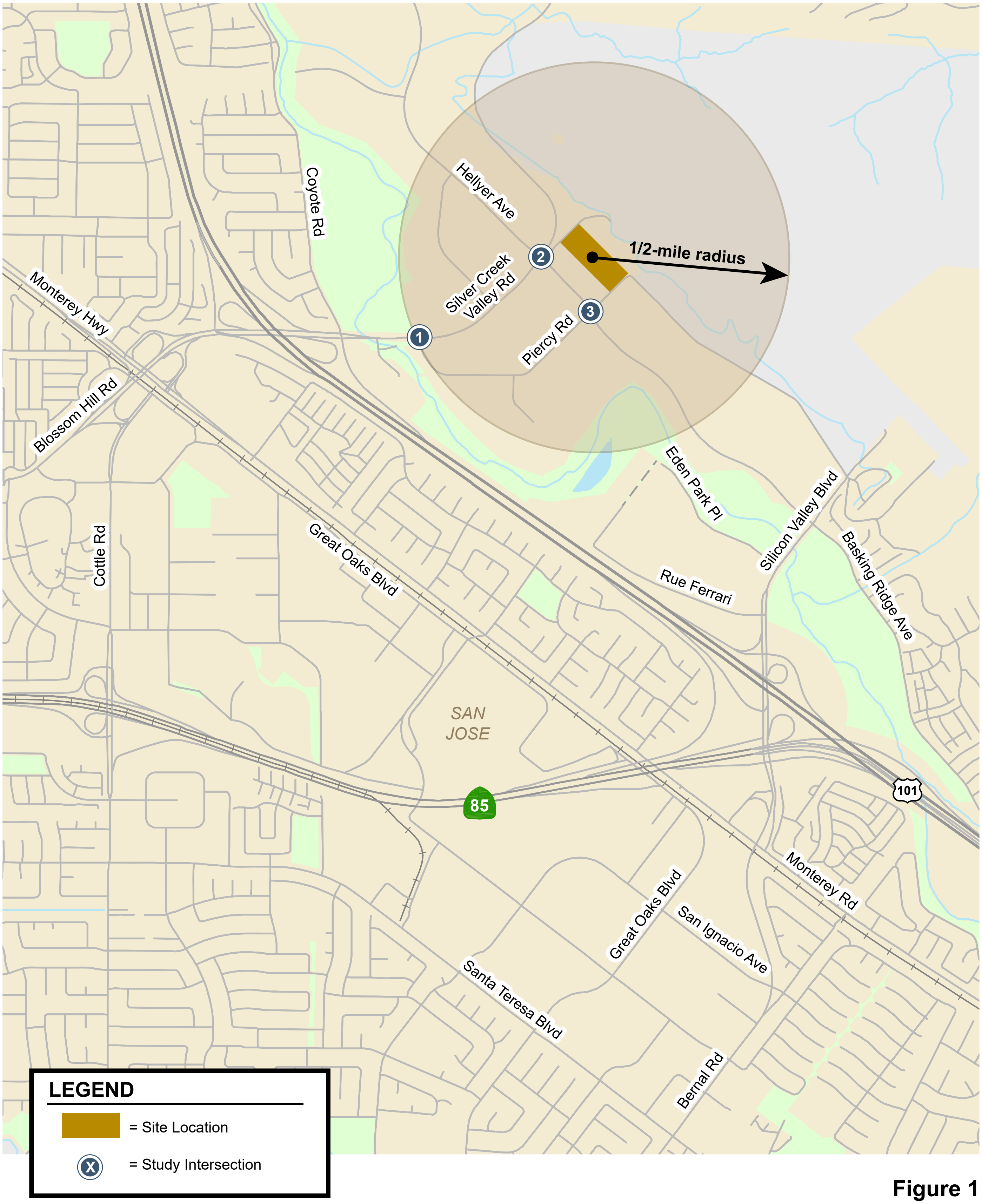


Figure 1
Site Location and Study Intersections

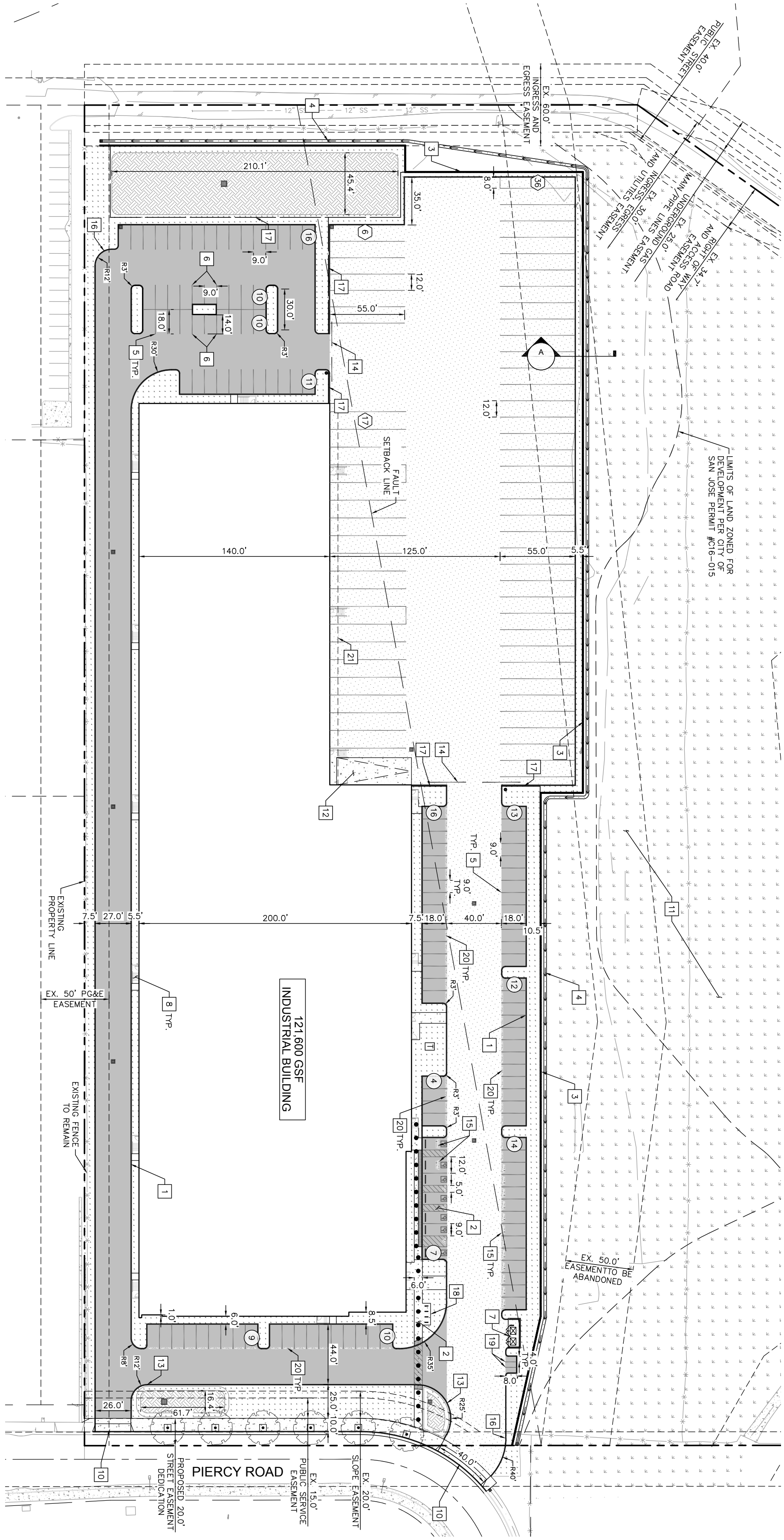


Figure 2
Site Plan

HEXAGON

NORTH
Not to Scale

Transportation Policies

As established in Council Policy 5-1, San Jose evaluates transportation impacts under CEQA based on vehicle miles traveled (VMT). All new projects are required to analyze transportation impacts using the VMT metric and conform to Policy 5-1. The Policy aligns with the Envision San Jose 2040 General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and service land uses to internalize trips and reduce VMT. VMT-based policies support dense, mixed-use, infill projects as established in the General Plan's Planned Growth Areas.

The Envision San Jose 2040 General Plan contains policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT, including the following:

- Accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and VMT (TR-1.1);
- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle in order to meet the City's mode split targets for San Jose residents and workers (TR-1.3);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emissions standards are met (TR-1.8);
- Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport (TR-2.2);
- Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation (TR-2.5);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that

contribute towards transit ridership, and require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);

- Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community (TR-4.1);
- Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services (TR-8.1);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Urban Villages and other Growth Areas (TR-8.6);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1); and
- Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community (LU-10.5).

CEQA Transportation Analysis Scope

VMT Analysis

The CEQA Transportation Analysis includes an evaluation of VMT. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated for residential, office, and industrial projects using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project.

A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees to determine VMT per worker. The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses.

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects with local traffic. The tool estimates a project's VMT and compares it to the appropriate thresholds of significance based on the project location (i.e., assessor's parcel number) and type of development.

Screening Criteria for VMT Analysis Exemption

The City of San Jose's *Transportation Analysis Handbook, 2020* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. The screening criterion set forth in the *Transportation Analysis Handbook* for small infill industrial projects is described below.

Screening Criterion for Small Infill Industrial Projects

- 30,000 square feet of total gross floor area or less

The project is proposing to construct an approximately 121,600 s.f. warehouse. Therefore, the project does not meet the screening criterion for small infill industrial projects. And since there is no other basis to screen out the project, a CEQA transportation analysis is required to address potential significant VMT impacts.

Figure 3 shows the current VMT levels estimated by the City for industrial workers based on the locations of industrial jobs. Developments in the green-colored areas are estimated to have VMT levels that are below the thresholds of significance, while the orange- and pink-colored areas are estimated to have VMT levels that are above the thresholds of significance. Orange areas are deemed to be capable of being mitigated, whereas pink areas are considered incapable of being mitigated to a less-than-significant level. The project site is identified as being located in an orange area (mitigation possible).

The CEQA transportation analysis of the project includes a project-level VMT impact analysis using the City's VMT Evaluation Tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

Local Transportation Analysis Scope

The non-CEQA Local Transportation Analysis (LTA) supplements the VMT analysis by identifying potential adverse operational effects that may arise due to a new development, as well as evaluating the effects of a new development on site access, circulation, and other safety-related elements in the proximate area of the project. As part of the LTA, a project is generally required to conduct an intersection operations analysis if the project is expected to add 10 or more vehicle trips per hour per lane to any signalized intersection that is located within a half-mile of the project site. Based on these criteria, as outlined in the City's *Transportation Analysis Handbook,* a list of study intersections is then developed for the LTA. As previously described, City staff have determined that the project is not required to analyze any signalized intersections for potential adverse effects since the amount of industrial development proposed for the site (which is located in Edenvale Sub-Area 3) has already been approved as part of the EADP. The project is, however, required to report intersection levels of service under existing, background, and background plus project conditions for informational purposes.

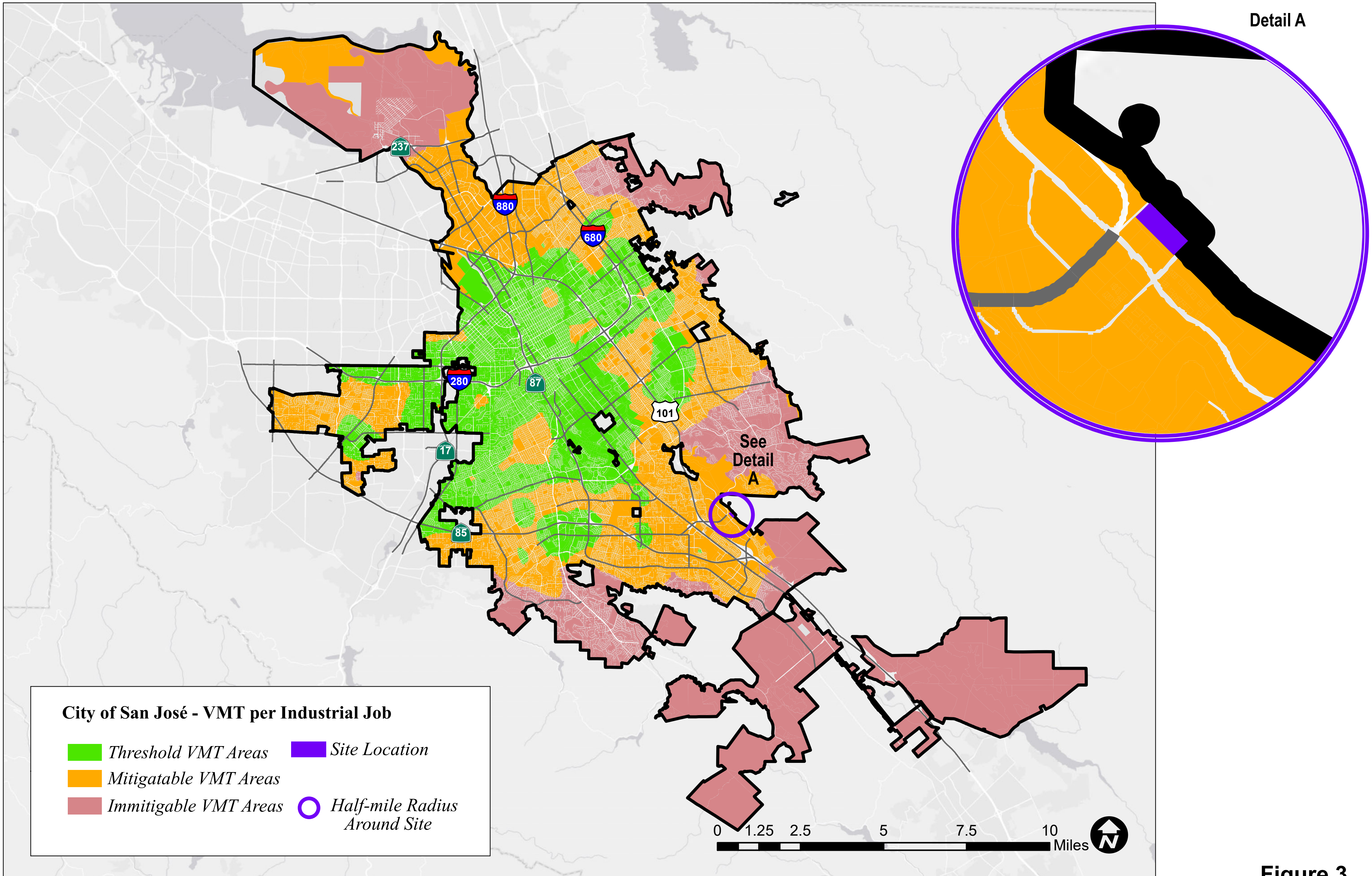


Figure 3
VMT per Industrial Job Heat Map in San Jose

Based on the site location, project trip generation estimates and trip distribution pattern, the LTA includes an evaluation of AM and PM peak hour traffic conditions for the following three intersections:

1. Piercy Road and Silver Creek Valley Road
2. Hellyer Avenue and Silver Creek Valley Road
3. Hellyer Avenue and Piercy Road

The list of study intersections was approved by City of San Jose staff. Traffic conditions at the study intersections were reported for the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most traffic congestion occurs on the roadways.

Traffic conditions for the LTA were evaluated for the following scenarios: existing conditions, background conditions, and background plus project conditions. Traffic volumes for all scenarios are tabulated in Appendix A. The traffic scenarios are described in detail below.

- ***Existing Conditions.*** Due to the current COVID-19 pandemic situation, the City of San Jose is requiring that all new traffic counts for study intersections be put on hold until further notice. Instead of conducting new turning movement counts, City staff are requesting that an annual growth factor of 1% be applied to historical count data. Accordingly, a 1% annual growth factor was applied to the turning movement counts provided by City staff for this project. The study intersections were evaluated with a level of service analysis using TRAFFIX software in accordance with the *2000 Highway Capacity Manual* methodology.

- ***Background Conditions*****.** Background traffic volumes reflect traffic added by nearby approved projects that are not yet completed or occupied. 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). The ATI sheets are contained in Appendix B.

- ***Background Plus Project Conditions.*** Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments that are not yet completed or occupied. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project.

The LTA also includes a vehicle queuing analysis, an evaluation of potential project adverse effects on bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

VMT Analysis Methodology

Methodology

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects with local traffic. Accordingly, the City's VMT Evaluation Tool was used for this VMT analysis; it calculates VMT and compares it to the appropriate thresholds of significance based on the project location and type of development.

Based on the assessor's parcel number (APN) of a project, the VMT Evaluation Tool identifies the existing average VMT per capita and VMT per employee for the area. Based on the project location, type of development, project description, and proposed trip reduction measures, the evaluation tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the extent possible.

The VMT Evaluation Tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the Evaluation Tool:

1. Project characteristics (e.g., density, diversity of uses, design, and affordability of housing) that encourage walking, biking and transit uses;
2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians;
3. Parking measures that discourage personal motorized vehicle-trips; and
4. Transportation Demand Management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

The first three strategies – land use characteristics, multimodal network improvements, and parking – are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures are typically enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

Thresholds of Significance

Table 1 shows the VMT thresholds of significance for development projects, as established in the City's Transportation Analysis Policy. The VMT impact threshold is the regional average for industrial employment uses. Thus, projects that include industrial employment uses (such as the proposed project) are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing regional average VMT, which is 14.37 VMT per employee (significant impact threshold).

Projects that trigger a significant VMT impact can assess a variety of the four strategies described above to reduce the impact. A significant impact is said to be satisfactorily mitigated when the strategies and VMT reductions implemented render the VMT impact less than significant.

Intersection Operations Analysis Methodology

This section presents the methods used to determine the traffic conditions at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, and the applicable intersection level of service standards. The study intersections are located within the City of San Jose and were evaluated according to the City of San Jose level of service (LOS) standards for informational purposes.

Data Requirements

The data required for the analysis were obtained from the City of San Jose. The following data were collected from these sources:

- existing traffic volumes
- trips from approved projects
- existing lane configurations
- signal timing and phasing

Table 1
VMT Thresholds of Significance for Development Projects (March 2018)

Project Types	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent, or existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per capita (Citywide Average)	10.12 VMT per capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent.	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee.	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail / Hotel / School Uses	Net increase in existing regional total VMT.	Regional Total VMT	Net Increase
Public / Quasi-Public Uses	In accordance with most appropriate type(s) as determined by Public Works Director.	Appropriate levels listed above	Appropriate thresholds listed above
Mixed-Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use / Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included.	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the Area Plan independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above

Source: City of San Jose, *2018 Transportation Analysis Handbook* , Table 2.

Level of Service Standards and Analysis Methodologies

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 Signalized 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. 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 2.

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

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, *2010 Highway Capacity Manual,* (Washington, D.C., 2010).

Intersection Vehicle Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at study intersections where the project would add a noteworthy number of trips to the left-turn movements. Similar to the intersection level of service analysis, the intersection queuing analysis is presented for informational purposes only. The City of San Jose has not defined a policy related to queuing. 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 available storage capacity for the movement.

For 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 pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement.

Edenvale Area Development Policy Conformance

The project site is located within the Edenvale Area Development Policy (EADP) boundaries. With approval of the nearby iStar development proposal in 2006, 494,000 s.f. of potential industrial development was approved for future industrial/R&D/office development within Edenvale Sub-Areas 1 and 3. The project site is located in Edenvale Sub-Area 3, which means the site already has approval for industrial development as part of the EADP. The traffic study that was completed for the iStar development identified intersection improvements based on full buildout of the 494,000 s.f. of industrial development. The necessary intersection improvements that were identified have already been completed. For this reason, the project is not required to analyze any signalized intersections for potential adverse effects due to the project. The project is, however, required to be in conformance with the maximum floor area ratio (FAR) for Edenvale Sub-Area 3 development, which is an FAR of 0.40 for industrial development.

The project site is 8.97 acres in size and, therefore, is approved for up to 156,293 s.f. of industrial development calculated as follows: 8.97 ac x (43,560 s.f. / 1 ac) x 0.4 FAR = 156,293 s.f. The amount of industrial square footage proposed for the site (121,600 s.f.) is less than the 156,293 s.f. of industrial development allowed on the site under the EADP. Thus, the proposed project density is in conformance with the EADP.

Report Organization

This report has a total of five chapters. Chapter 2 describes the existing roadway network, transit service, bicycle, and pedestrian facilities. Chapter 3 describes the VMT analysis. Chapter 4 describes the local transportation analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 presents the conclusions of the transportation analysis.

2. Existing Conditions

This chapter describes the existing conditions of the transportation system within the study area of the project. It presents the VMT of the existing land uses in the proximity of the project and describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the LTA (see Chapter 4).

VMT of Existing Land Uses

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects. Based on the Evaluation Tool and the project's APN, the existing Area VMT for industrial uses in the project vicinity is 14.74 VMT per worker. The current regional average VMT for industrial uses is 14.37 VMT per worker (see Table 1 in Chapter 1). Thus, the VMT levels of existing industrial uses in the project area are slightly higher than the regional average VMT levels. The VMT Evaluation Tool summary report for the project is included in Chapter 3.

Existing Roadway Network

Regional access to the project site is provided by US 101, SR 85, and Monterey Road.

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 full interchanges at Blossom Hill Road/Silver Creek Valley Road and Bernal Road/Silicon Valley Boulevard.

SR 85 is a predominantly north-south freeway that is oriented in an east-west direction in the vicinity of the project site. It extends from Mountain View to south San Jose, terminating at US 101. SR 85 is a six-lane freeway with four mixed-flow lanes and two HOV lanes. SR 85 provides access to the project site via an interchange at Bernal Road.

Monterey Road is a four- to six-lane north-south oriented Grand Boulevard that extends from Alma Street in downtown San Jose to US 101 south of the City of Gilroy. Monterey Road has a raised median island with left-turn pockets and has a posted speed limit of 55 mph in the project vicinity. A sidewalk is provided on the east side of the street only while striped bike lanes are provided on both sides. Monterey Road provides access to the project site via interchanges at Blossom Hill Road and Bernal Road.

Other roadways within the project study area include Blossom Hill Road, Silver Creek Valley Road, Bernal Road, Silicon Valley Boulevard, Hellyer Avenue, and Piercy Road. These roadways are described below.

Blossom Hill Road is a six-lane divided arterial that runs in an east-west direction from the US 101/Silver Creek Valley Road interchange to the town of Los Gatos. In the vicinity of the proposed project, it has a posted speed of 40 mph and has an interchange with the US 101 southbound ramps. East of the interchange, Blossom Hill Road becomes Silver Creek Valley Road. Blossom Hill Road has sidewalks and striped bike lanes on both sides of the street east of the US 101 northbound off-ramp. There are no bike lanes or sidewalks between US 101 and Monterey Road. Blossom Hill Road is a designated Main Street west of Snell Avenue and a designated City Connector Street east of Snell Avenue. Blossom Hill Road provides access to the project site via Silver Creek Valley Road.

Silver Creek Valley Road is generally a divided four-lane arterial that extends from the US 101/Blossom Hill Road interchange in the west to Yerba Buena Road in the east. In the vicinity of the proposed project, Silver Creek Valley Road has a posted speed of 45 mph, has an interchange with the US 101 northbound ramps, and provides access to the project site via Hellyer Avenue and Piercy Road. Silver Creek Valley Road is a designated On-Street Primary Bicycle Facility with striped bike lanes and sidewalks on both sides of the street in the project vicinity. East of Hellyer Avenue, Silver Creek Valley Road has a sidewalk on one side of the street only.

Bernal Road is a six-lane divided City Connector Street that intersects US 101, SR 85 and Monterey Road. Bernal Road has a posted speed limit of 40 mph and has striped bike lanes and sidewalks on both sides of the street west of San Ignacio Avenue. There are no bike lanes east of San Ignacio Avenue. East of US 101, Bernal Road becomes Silicon Valley Boulevard.

Silicon Valley Boulevard is a four-lane divided City Connector Street that extends from Hellyer Avenue in the east and becomes Bernal Road west of the US 101. In the vicinity of the project, Silicon Valley Boulevard has a posted speed limit of 40 mph. Silicon Valley Boulevard includes sidewalks along the west side but has limited sidewalks along the east side.

Hellyer Avenue is a four-lane divided City Connector Street with a posted speed limit of 45 mph. Hellyer Avenue extends north from Silicon Valley Boulevard until its intersection with Senter Road. Hellyer Avenue has striped bike lanes along the extent of the roadway and sidewalks on both sides of the street in the immediate vicinity of the project site. To the south, Hellyer Avenue has sidewalks on the east side of the street only. Hellyer Avenue provides access to the project site via Piercy Road.

Piercy Road is a two-lane Local Collector Street with a posted speed limit of 30 mph that extends south from Silver Creek Valley Road, runs east-west through its intersection with Hellyer Avenue, and runs north-south again ultimately terminating at its intersection with Tennant Avenue. Sidewalks are provided along both sides of the street in the immediate vicinity of the project site and west of Hellyer Avenue. Sidewalks are provided along the west side of the street only where Piercy Road bends to the south east of Hellyer Avenue. Piercy Road does not have bike lanes. Piercy Road provides direct access to the project site.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections are shown on Figure 4.

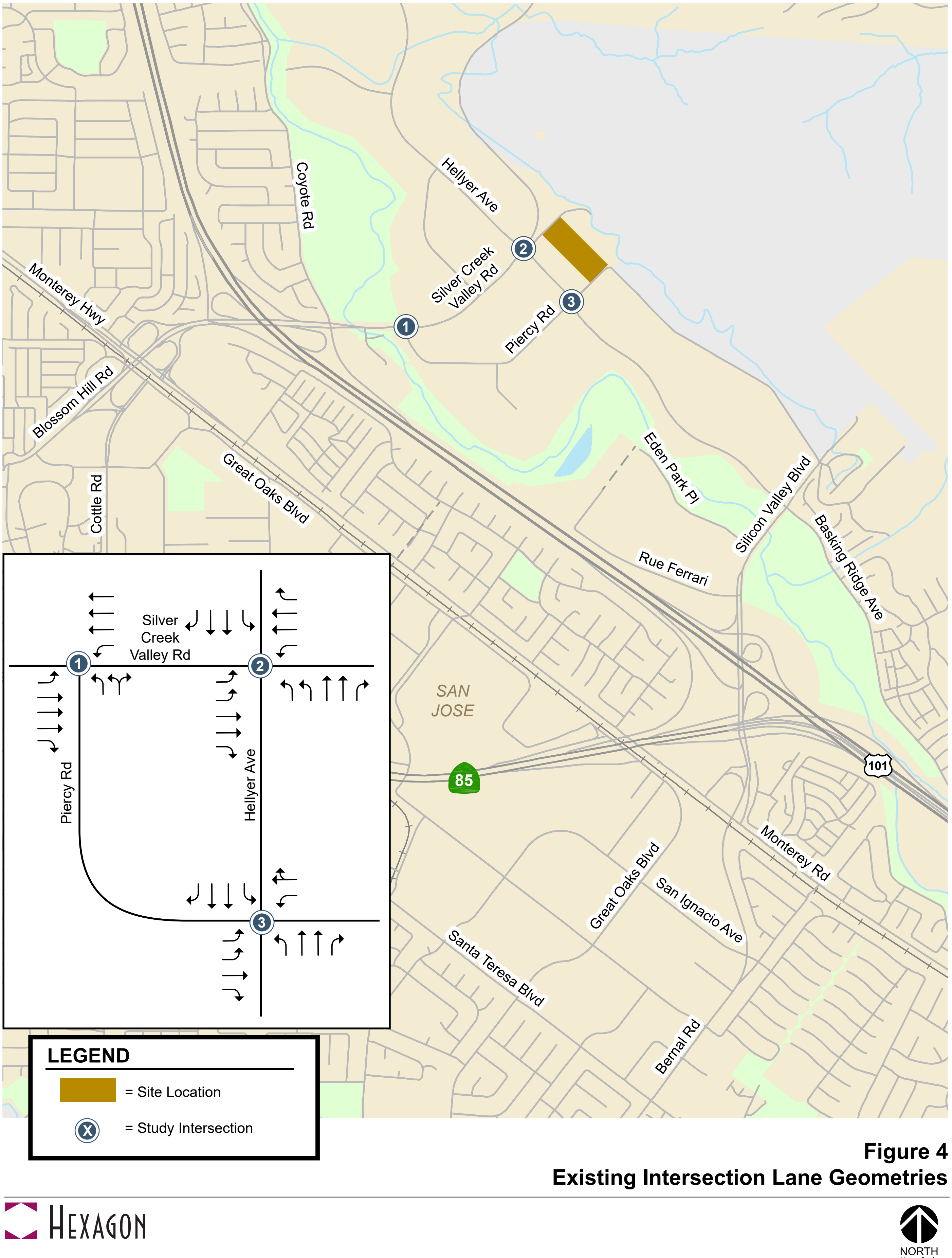


Figure 4
Existing Intersection Lane Geometries

Existing Pedestrian and Bicycle Facilities

Pedestrian facilities consist of sidewalks and crosswalks in the project vicinity, as well as the Coyote Creek Trail. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the study area. On Hellyer Avenue, between Silver Creek Valley Road and Tennant Avenue/Silicon Valley Boulevard, there are sidewalks along northbound Hellyer Avenue and along portions of southbound Hellyer Avenue. In the project vicinity, there are sidewalks along portions of Silver Creek Valley Road. Piercy Road has sidewalks on both sides between Silver Creek Valley Road and the project site, and on the southbound side of the street between the project site and Tennant Avenue. There are existing crosswalks and accessible ramps at the nearby signalized intersections of Hellyer Avenue/Silver Creek Valley Road and Hellyer Avenue/Piercy Road.

The Coyote Creek Multi-Use Trail is approximately 20 miles long and connects to Silver Creek Valley Road, Yerba Buena Road, and Capitol Expressway. The closest trail access is provided at the intersection of Piercy Road and Silver Creek Valley Road, approximately ½ mile west of the project site. The Coyote Creek Trail is a shared pedestrian and bicycle facility that is separated from motor vehicle traffic. This trail qualifies as a Class I bicycle facility.

Additional bicycle facilities in the project vicinity consist of on-street bike lanes. Bike lanes, or Class II bicycle facilities, are provided on the roadways listed below.

- Hellyer Avenue
- Silver Creek Valley Road
- Monterey Road

Existing bicycle facilities within the study area are shown on Figure 5.

Existing Transit Service

The project site is served by only one bus route. Bus service is provided by VTA Local Route 42. Route 42 travels along Silver Creek Valley Road, Hellyer Avenue and Silicon Valley Boulevard in the project vicinity and provides service between Evergreen Valley College and Kaiser San Jose. Route 42 runs on 60-minute headways between 6:00 AM and 7:00 PM and provides service to the Blossom Hill Caltrain station. The Blossom Hill Caltrain Station is located about one mile from the project site at the intersection of Monterey Road/Ford Road. Local Route 42 has stops within walking distance of the project site on Hellyer Avenue at Piercy Road (northbound and southbound bus stops).

Observed Existing Traffic Conditions

Due the current COVID-19 pandemic situation, traffic volumes are generally lower than during “normal” conditions. However, it is still valuable to observe traffic conditions in the field to identify any existing operational deficiencies. Accordingly, traffic conditions in the study area were observed during the weekday AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak traffic periods.

Based on the field observations, the study intersections operated adequately during both the weekday AM and PM peak hours of traffic, and no noteworthy operational issues were observed. There are low volumes at the study intersections relative to the capacity for which the intersections have been built.

Figure 5
Existing Bicycle Facilities

3.
CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT threshold of significance, the project-level VMT impact analysis results, any mitigation measures to reduce a VMT impact, and the cumulative transportation impact analysis used to determine consistency with the City's General Plan.

Project Level VMT Analysis

The project-level impact analysis under CEQA uses the VMT metric to evaluate a project's transportation impact by comparing against the VMT thresholds of significance as established in the Transportation Analysis Policy. The San Jose VMT Evaluation Tool is used to estimate the project VMT based on the project location (APN), type of development, project description, and proposed trip reduction measures. The threshold of significance for industrial employment uses (see Table 1 in Ch. 1) was used for the VMT analysis. The VMT threshold for industrial employment uses is the existing regional average VMT level of 14.37 per employee.

Screening Criteria for VMT Analysis Exemption

The City of San Jose's *Transportation Analysis Handbook, 2020* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. The screening criterion set forth in the *Transportation Analysis Handbook* for small infill industrial projects is described below.

Screening Criteria for Small Infill Projects

- Industrial of 30,000 square feet of total gross floor area or less

The project is proposing to construct an approximately 121,600 s.f. warehouse. Therefore, the project does not meet the screening criterion for small infill industrial projects. And since there is no other basis to screen out the project, a CEQA transportation analysis is required to address potential significant VMT impacts.

Project VMT Impact Analysis Results

Per the City's VMT Evaluation Tool, the existing Area VMT for employment uses is 14.74 VMT per worker, which is above the existing regional average threshold of 14.37 VMT per worker. The project VMT estimated by the Evaluation Tool is 14.69 VMT per worker, which also exceeds the industrial threshold of 14.37 VMT per worker. According to the *Transportation Analysis Handbook*, projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas" and are required to include VMT reduction measures that would reduce the project VMT to the extent possible.

Project Impact

Since the VMT generated by the project would exceed the threshold of significance for industrial employment uses in the area, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact to a less-than-significant level.

Project Mitigation

The following multi-modal infrastructure improvement (Tier 2 VMT reduction strategy) and Transportation Demand Management (TDM) measure (Tier 4 VMT reduction strategy) need to be implemented to mitigate the significant VMT impact:

1. **Traffic Calming Measures** – The project will shorten the northbound dual left-turn pocket and extend the raised median island on Hellyer Avenue at the Hellyer Avenue/Silver Creek Valley Road intersection. Field observations show the existing northbound dual left-turn pocket capacity far exceeds the vehicle queues that occur during the weekday AM and PM peak commute periods. In addition, the queuing analysis contained in Chapter 4 (see Table 5) shows that the maximum left-turn vehicle queues under background plus project conditions are estimated to be less than half of the turn pocket capacity. Accordingly, Hexagon recommends reducing the northbound dual left-turn pocket length from 450 feet to 250 feet. Raised median islands help to reduce vehicular speeds by narrowing the roadway, as well as provide a physical barrier between vehicles and pedestrians. Providing traffic calming measures creates a safer environment and promotes walking and biking as alternatives to driving. This multi-modal infrastructure improvement is intended to reduce drive-alone commute trips, thereby reducing VMT.
2. **Commute Trip Reduction Marketing and Education** – The project should implement a marketing campaign targeting all employees that encourages the use of shared rides and active modes of transportation. Marketing strategies may include new employee orientation on alternative commute options, event promotions, and publications. The project should provide information and encouragement to use transit services, shared ride modes (i.e., carpooling), and active modes to reduce drive-alone commute trips and, thus, VMT. It is assumed that 25% of the warehouse employees would participate in the commute trip reduction marketing and education program.

Based on the City's VMT Evaluation Tool, implementing the recommended mitigation measures would lower the project VMT to 14.25 per worker (a reduction of about 3.5%), which would reduce the project impact to a less-than-significant level (below the industrial threshold of 14.37 VMT per worker).

Figures 6A and 6B show the VMT summary reports generated by the City of San Jose's VMT Evaluation Tool without and with implementation of the recommended mitigation measures, respectively.

Cumulative VMT Impact Analysis

Projects must demonstrate consistency with the *Envision San Jose 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on a consideration of all its aspects, including the project's density, design, and ability to further the General Plan goals and policies and not obstruct their attainment. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required as part of the City's *Transportation Analysis Handbook*.

According to the Envision San Jose 2040 General Plan, the project site is designated as *Industrial Park* (IP). This land use designation is an industrial designation intended for a wide variety of industrial uses such as research and development (R&D), manufacturing, assembly, testing, and office uses. Industrial uses are consistent with this designation insofar as any functional or operational characteristics of a hazardous or nuisance nature can be mitigated through design controls. Warehouse uses are allowed where they are compatible with adjacent industrial uses and will not constrain future use of the subject site for industrial purposes.

The proposed warehouse project is consistent with the uses allowed within the *Industrial Park* land use designation and is consistent with the following City of San Jose Land Use Policies:

- Land Use Policy LU-6.4: Encourage the development of new industrial areas and the redevelopment of existing older or marginal industrial areas with new industrial uses, particularly in locations which facilitate efficient commute patterns.
- Land Use Policy LU-6.5: Maintain and create Light Industrial and Heavy Industrial designated sites that are at least one acre in size in order to facilitate viable industrial uses.
- Land Use Policy LU-7.1: Encourage industrial supplier/service business retention and expansion in appropriate areas in the City.

The proposed project is consistent with the Envision San Jose 2040 General Plan and would not require a General Plan Amendment (GPA). The construction of a new warehouse would facilitate the development of an industrial site and would help retain industrial designated land within the City. Thus, the project would be considered part of the cumulative solution to meet the General Plan’s long-range transportation goals and would result in a less-than-significant cumulative impact.

Figure 6A
San Jose VMT Evaluation Tool Summary Report – No Mitigation

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 455 Piercy Rd Warehouse (NO MITIGATION) Tool Version: 2/29/2019
Location: 455 Piercy Road (Edenvale Area of SJ) Date: 8/17/2021
Parcel: 67893030 Parcel Type: Suburb with Single-Family Homes

Proposed Parking Spaces Vehicles: 132 Bicycles: 12

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	0 KSF		
Industrial:	121.6 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	2
With Project Density (DU/Residential Acres in half-mile buffer)	2
Increase Development Diversity	
Existing Activity Mix Index	0.78
With Project Activity Mix Index	0.79
Integrate Affordable and Below Market Rate	
Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %
Increase Employment Density	
Existing Density (Jobs/Commercial Acres in half-mile buffer)	17
With Project Density (Jobs/Commercial Acres in half-mile buffer)	20

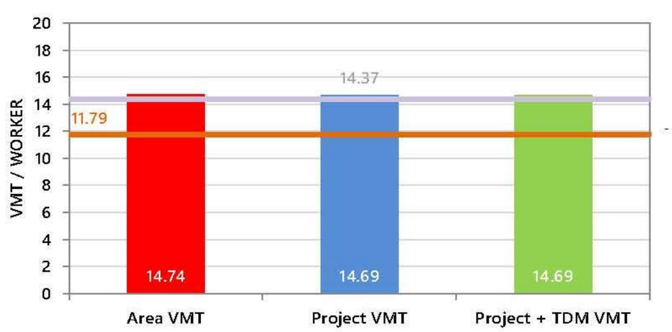
Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT and per industrial worker VMT above the City's threshold.



Est. Max Reduction Possible 11.79

Industrial Threshold 14.37

Figure 6B
San Jose VMT Evaluation Tool Summary Report – With Mitigation

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 455 Piercy Rd Warehouse (W/ MITIGATION) Tool Version: 2/29/2019
Location: 455 Piercy Road (Edenvale Area of SJ) Date: 8/17/2021
Parcel: 67893030 Parcel Type: Suburb with Single-Family Homes

Proposed Parking Spaces Vehicles: 132 Bicycles: 12

LAND USE:

Residential:

Single Family	0	DU
Multi Family	0	DU
Subtotal	0	DU
Office:	0	KSF
Retail:	0	KSF
Industrial:	121.6	KSF

Percent of All Residential Units

Extremely Low Income (≤ 30% MFI)	0 % Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 2
- With Project Density (DU/Residential Acres in half-mile buffer) 2

Increase Development Diversity
- Existing Activity Mix Index 0.78
- With Project Activity Mix Index 0.79

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units .... 0 %
- Very Low Income BMR units .... 0 %
- Low Income BMR units .... 0 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 17
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 20

Tier 2 - Multimodal Infrastructure

Traffic Calming Measures *(In Coordination with SJ)*
- Are improvements provided beyond the development frontage? .... Yes

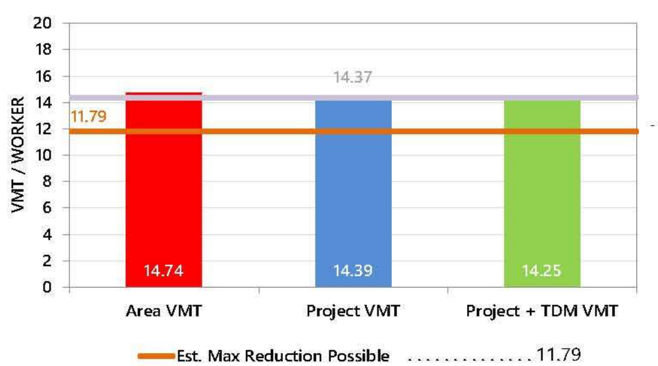
Tier 3 - Parking

Tier 4 - TDM Programs

Commute Trip Reduction Marketing/ Education
- Percent of Eligible Employees .... 25 %

EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold. There are selected strategies that require coordination with the City of San Jose to implement.



4. Local Transportation Analysis

This chapter describes the non-CEQA local transportation analysis (LTA) including existing traffic conditions, the method by which project traffic is estimated, intersection operations for existing, background and background plus project scenarios, intersection queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian and transit facilities, and parking supply.

Intersection Operations Analysis

The intersection operations analysis is intended to quantify the operations of the signalized study intersections for informational purposes. Information required for the intersection operations analysis related to project trip generation, trip distribution, and trip assignment are presented in this section.

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, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic produced by many types of land uses. This research is compiled in the *Trip Generation Manual, 10th Edition* (2017) published by the Institute of Transportation Engineers (ITE). The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rate(s) by the size of the development. Trips that would be generated by the proposed project were estimated using the ITE trip rates for Warehousing (ITE Land Use 150) located in a general urban/suburban setting.

Trip Adjustments and Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2020, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline trip generation. Based on the 2020 San Jose guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the "place type" in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the San Jose VMT Evaluation Tool. Based on the Evaluation Tool, the project site is located within a *Suburban with Single-Family Homes* place type. Therefore, the baseline project trips were adjusted to reflect the mode share associated with this place type.

Industrial developments located within areas designated *Suburban with Single-Family Homes* have a vehicle mode share of 95 percent (according to Table 6 of the City's *Transportation Analysis Handbook*). Thus, a 5 percent reduction was applied to the project trip generation estimates based on the location-based vehicle mode share outputs produced from the San Jose Travel Demand Model.

Net Project Trips

After applying the ITE trip rates to the proposed project and applying the appropriate trip reduction, it is estimated that the project would generate 201 new daily trips, with 20 new trips (15 inbound and 5 outbound) occurring during the AM peak hour and 22 new trips (6 inbound and 16 outbound) occurring during the PM peak hour (See Table 3).

Table 3
Project Trip Generation Estimates

		Daily		AM Peak Hour						PM Peak Hour					
Land Use	Size	Rate	Trips	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Use															
Warehousing[1]	121.6 KSF	1.74	212	0.17	77%	23%	16	5	21	0.19	27%	73%	6	17	23
Location-Based Vehicle Mode Share (5%)[2]			*(11)*				*(1)*	*0*	*(1)*				*0*	*(1)*	*(1)*
Net Project Trips:			201				15	5	20				6	16	22

Note:
1. Trip generation based on average rates contained in the ITE *Trip Generation Manual, 10th Edition,* for Warehousing (Land Use 150). Rates are expressed in trips per 1,000 s.f.
2. A 5% reduction was applied based on the location-based vehicle mode share percentage outputs (contained in Table 6 of the City's TA Handbook) produced from the San Jose Travel Demand Model for the Place Type "Suburban with Single-Family Homes".

Trip Distribution and Assignment

The trip distribution pattern for the project was estimated based on existing travel patterns on the surrounding roadway system, freeway access, and the locations of complementary land uses. The peak-hour vehicle trips associated with the project were added to the roadway network in accordance with the trip distribution pattern. It is estimated that about one-third of the project trips originating from the west via Silver Creek Valley Road would utilize Hellyer Avenue to access the site and about two-thirds would utilize Piercy Road to access the site, since Piercy Road provides a slightly more direct route. The same assumption holds true for outbound project trips. The project trip distribution pattern and trip assignment are shown on Figure 7.

Traffic Volumes Under All Scenarios

Existing Traffic Volumes

Due to the current COVID-19 pandemic situation, some businesses and schools are closed, and people are working at home to the extent possible. As a result, existing traffic volume is lower than what it was prior to the virus outbreak. It is not known when traffic levels will return to pre-virus conditions. Even though many businesses and schools have reopened, most are operating well below capacity. Thus, traffic volume is expected to remain reduced for an indefinite amount of time. For this reason, the City of San Jose is requiring that all new traffic counts for study intersections be put on hold until further notice. Instead of conducting new turning movement counts, City staff are requesting that an annual growth factor of 1% be applied to historical count data. Accordingly, a 1% annual growth factor was applied to the turning movement counts provided by City staff for this project. This approach allows transportation studies such as this to move forward without waiting for conditions to return to “normal”.

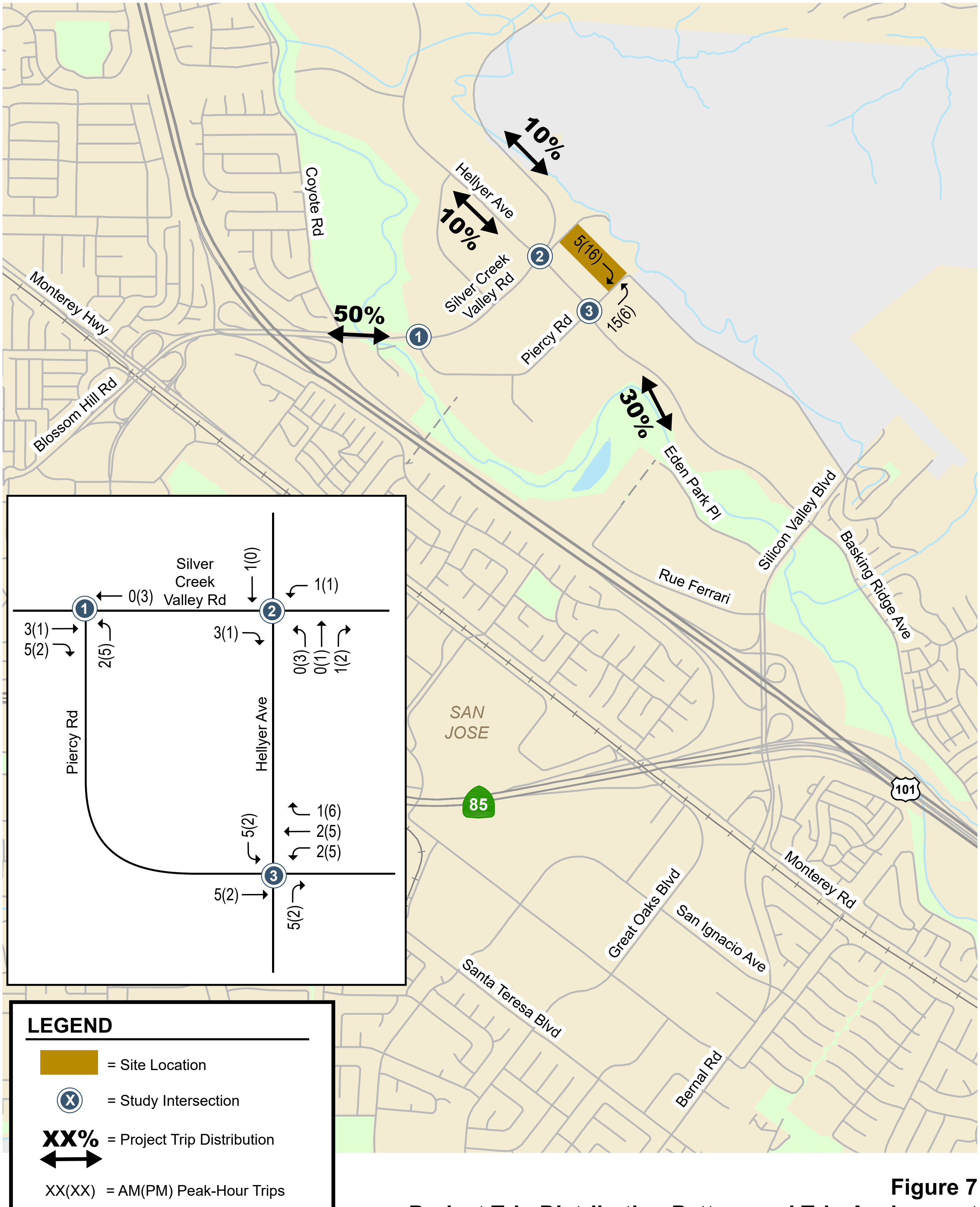


Figure 7
Project Trip Distribution Pattern and Trip Assignment

Existing AM and PM peak hour traffic volumes for the three study intersections were provided by City of San Jose staff. The counts used were conducted in 2014, 2016 and 2018. An annual growth factor of 1% was applied to estimate existing traffic conditions.

Background Traffic Volumes

Background AM and PM peak hour traffic volumes were estimated by adding to existing traffic volumes the trips generated by nearby approved but not yet completed or occupied projects. The vehicular trips associated with the approved projects in the area are listed in the City of San Jose's Approved Trips Inventory (ATI) contained in Appendix B.

Background Plus Project Traffic Volumes

Project trips were added to background traffic volumes to obtain background plus project traffic volumes.

The AM and PM peak-hour intersection volumes under existing, background and background plus project conditions are shown on Figure 8.

Intersection Traffic Operations

City staff have determined that the project is not required to analyze any signalized intersections for potential adverse effects since the amount of industrial development proposed for the site (which is located in Edenvale Sub-Area 3) has already been approved as part of the EADP. The project is, however, required to report intersection levels of service under existing, background, and background plus project conditions for informational purposes. The results of the intersection level of service evaluation (see Table 4) show that the signalized study intersections are currently operating at acceptable levels of service during the AM and PM peak hours of traffic and would continue to operate acceptably under background and background plus project conditions.

The detailed signalized intersection level of service calculations are contained in Appendix C.

Table 4
Intersection Levels of Service

				Existing		Background		Background + Project	
#	Signalized Intersection	Peak Hour	Count Date [1]	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS
1	Piercy Rd & Silver Creek Valley Rd	AM	9/9/2014	7.6	A	7.5	A	7.6	A
		PM	9/9/2014	22.1	C	22.9	C	23.0	C
2	Hellyer Av & Silver Creek Valley Rd	AM	9/27/2018	25.8	C	28.6	C	28.6	C
		PM	9/27/2018	28.3	C	34.1	C	34.2	C
3	Hellyer Av & Piercy Rd	AM	10/26/2016	18.5	B	23.0	C	23.2	C
		PM	10/26/2016	22.7	C	22.2	C	22.8	C

Notes:
[1] An annual growth factor of 1% was applied to the historical count date to estimate "normal" (i.e., pre-COVID-19) traffic conditions.

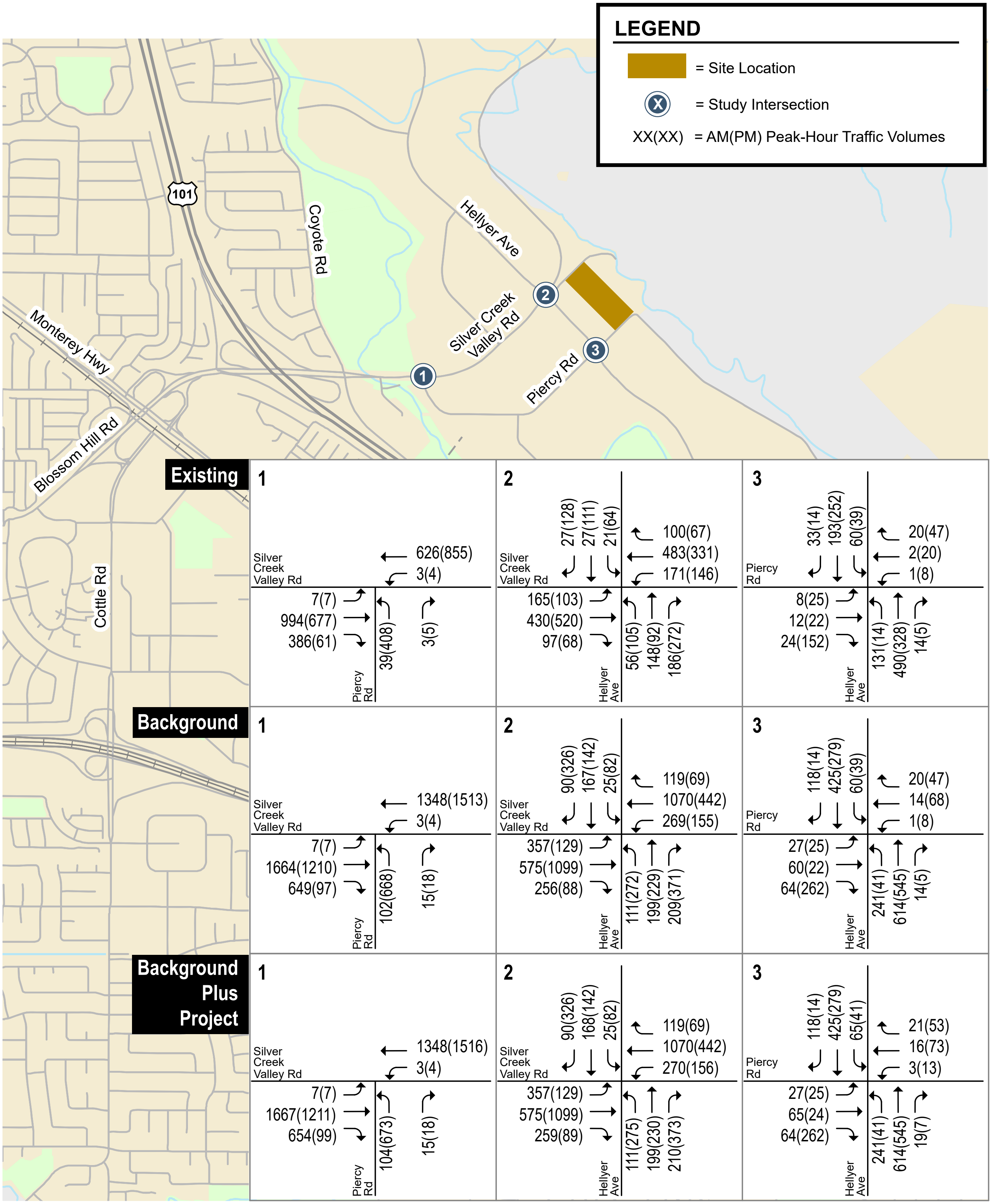


Figure 8
Existing, Background and Background Plus Project Conditions

Vehicle Queuing Analysis

A vehicle queuing analysis was prepared for selected left-turn movements at intersections where the project would add a noteworthy number of peak hour vehicle trips. For the purpose of this study, 5 AM or PM peak hour vehicle trips per lane was assumed to be a noteworthy number of project-generated trips. This analysis provides a basis for estimating future left-turn pocket storage requirements at the intersections under background plus project conditions. Vehicle queues were estimated using Poisson probability distribution, as described in Chapter 1.

Based on the criterion listed above, vehicle queuing was analyzed for the southbound and westbound left-turn movements at the intersection of Hellyer Avenue and Piercy Road. Note that vehicle queuing was also evaluated for the northbound left-turn movement at the intersection of Hellyer Avenue and Silver Creek Valley Road for informational purposes. As shown in Table 5, the intersections would provide adequate left-turn pocket vehicle storage under background plus project conditions.

Table 5
Intersection Vehicle Queuing Analysis Results

	Hellyer Avenue & Silver Creek Valley Road		Hellyer Avenue & Piercy Road			
	NBL		SBL		WBL	
Measurement	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Existing						
Cycle/Delay [1] (sec)	110	110	104	104	104	104
Volume (vphpl)	28	53	60	39	1	8
95th %. Queue (veh/ln.)	3	4	4	3	1	1
95th %. Queue (ft./ln) [2]	75	100	100	75	25	25
Storage (ft./ ln.)	450	450	200	200	200	200
Adequate (Y/N)	Y	Y	Y	Y	Y	Y
Background						
Cycle/Delay [1] (sec)	110	110	104	104	104	104
Volume (vphpl)	56	136	60	39	1	8
95th %. Queue (veh/ln.)	4	8	4	3	1	1
95th %. Queue (ft./ln)	100	200	100	75	25	25
Storage (ft./ ln.)	450	450	200	200	200	200
Adequate (Y/N)	Y	Y	Y	Y	Y	Y
Background Plus Project						
Cycle/Delay [1] (sec)	110	110	104	104	104	104
Volume (vphpl)	56	138	65	41	3	13
95th %. Queue (veh/ln.)	4	8	4	3	1	2
95th %. Queue (ft./ln) [2]	100	200	100	75	25	50
Storage (ft./ ln.)	450	450	200	200	200	200
Adequate (Y/N)	Y	Y	Y	Y	Y	Y

Notes:
[1] Vehicle queue calculations based on cycle length.
[2] Assumes 25 Feet Per Vehicle Queued.

Vehicular Site Access and On-Site Circulation

The site access and circulation evaluations are based on the August 12, 2021 site plan prepared by Kimley-Horn and Associates, Inc. (see Figure 2 in Chapter 1). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, geometric design, truck access, and overall operations. On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Project Driveway Dimensions

As proposed, the project would provide one 26-foot-wide driveway and one 40-foot-wide driveway on Piercy Road. The project would not have access to the existing access road that runs along the northern boundary of the site. Large trucks would be required to use the wider eastern driveway for ingress and egress.

Project Driveway Operations

The project-generated trips that are estimated to occur at the project site are 15 inbound trips and 5 outbound trips during the AM peak hour, and 6 inbound trips and 16 outbound trips during the PM peak hour. Large trucks would be required to use the wider east driveway for ingress and egress. Passenger vehicles and small trucks could use either driveway to access the site. It is expected that most vehicles would turn left from Piercy Road to enter the site and most vehicles would turn right to exit the site. Inbound and outbound vehicle trips would generally be unimpeded due to the extremely low traffic volumes on Piercy Road east of Hellyer Avenue, and there are no conflicting driveways on nearby properties along Piercy Road. Due to the low number of project-generated trips and low traffic volumes on Piercy Road east of Hellyer Avenue, operational issues related to vehicle queueing and/or delay are not expected to occur at the project driveways.

The City typically requires developments to provide adequate on-site stacking space for at least two inbound vehicles (40 to 50 feet) between the face of curb and any entry gates or on-site drive aisles or parking spaces. This prevents vehicles from queuing onto the street and blocking traffic. Approximately 50 feet of inbound vehicle stacking space would be provided between Piercy Road and the first drive aisle serving the project parking lot. According to the site plan, the project would not add parking, a drive aisle, or a security gate within 50 feet of the street. Thus, adequate on-site stacking space would be provided at the project driveways.

Sight Distance at the Driveways

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on Piercy Road. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. 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. The minimum acceptable sight distance is considered the Caltrans stopping sight distance. Sight distance requirements vary depending on roadway speeds. For driveways on Piercy Road, which has a posted speed limit of 30 mph, the Caltrans stopping sight distance is 250 feet (based on a design speed of 35 mph). Accordingly, a driver must be able to see 250 feet along Piercy Road in order to stop and avoid a collision. Both project driveways would meet the Caltrans stopping sight distance requirement.

On-Site Vehicular Circulation and Parking Layout

On-site vehicular circulation was reviewed for the project in accordance with generally accepted traffic engineering standards and City of San Jose design guidelines. The City's standard minimum width for two-way drive aisles is 26 feet wide where 90-degree parking is provided. This allows sufficient room for vehicles to back out of the parking stalls. According to the site plan, all the two-way drive aisles are shown to be at least 26 feet wide and would provide access to the 90-degree parking stalls throughout the site. The two-way drive aisle along the east side of the warehouse building would be 40 feet wide to accommodate trucks. This drive aisle would be utilized by trucks to access the secure container parking area on the northeast corner of the site. The site plan shows one dead-end drive aisle on the east side of the building due to the security gate that would separate the long container parking stalls from the standard vehicle parking stalls. However, since only passenger vehicles would potentially need to turn around, the 40-foot-wide drive aisle would provide sufficient room to perform a three-point maneuver.

Parking Stall Dimensions

The City's off-street parking design standard for 90-degree full-size parking stalls is 9 feet wide by 18 feet long. All the standard parking stalls shown on the site plan measure 9 feet wide by 18 feet long, which meets the City's design standard. The six accessible ADA stalls also measure 9 feet wide by 18 feet long and include access aisles of 5 feet or more for van accessibility. These stall dimensions would meet ADA standards.

Truck Access and Circulation

The project site plan was reviewed for truck access using the truck turning-movement template for CA Legal (WB-65) truck types. The WB-65 truck turning template was used to represent the largest semi-trailer trucks that would access the site. Based on the site plan configuration adequate access would be provided for WB-65 type trucks to enter the eastern 40-foot-wide driveway on Piercy Road, pass through the security gate (with keypad access), and back into the loading docks or container/trailer parking spaces (see Figure 9). The project anticipates 10 - 15 container parking spaces would likely be occupied at any one time. Trucks would exit the same way they enter (see Figure 10). Although WB-65 trucks would require the full width of Piercy Road when exiting the site, this situation is common for large trucks.

Garbage Collection

The site plan shows the trash bins would be located outside the building within a standard trash enclosure near the eastern entrance. Garbage trucks could easily access the bins on collection days. Adequate clearance would be provided for garbage trucks to empty the bins over the truck. Since garbage collection would occur on-site, traffic operations along Piercy Road would not be affected during garbage collection activities.

Emergency Vehicle Access

The City of San Jose Fire Code requires that all portions of the building be within 150 feet of a fire department access road and requires a minimum 6 feet of clearance from the property line along all sides of the building. The Fire Code also requires driveways to provide at least 20 feet of width for fire access.

According to the project site plan, all areas of the building would be within 150 feet of a fire access road (i.e., drive aisle), and at least 6 feet of clearance would be provided around the perimeter of the building. The driveway widths as proposed would be adequate to accommodate emergency vehicles. Therefore, the project would comply with the City's Fire Code requirements.

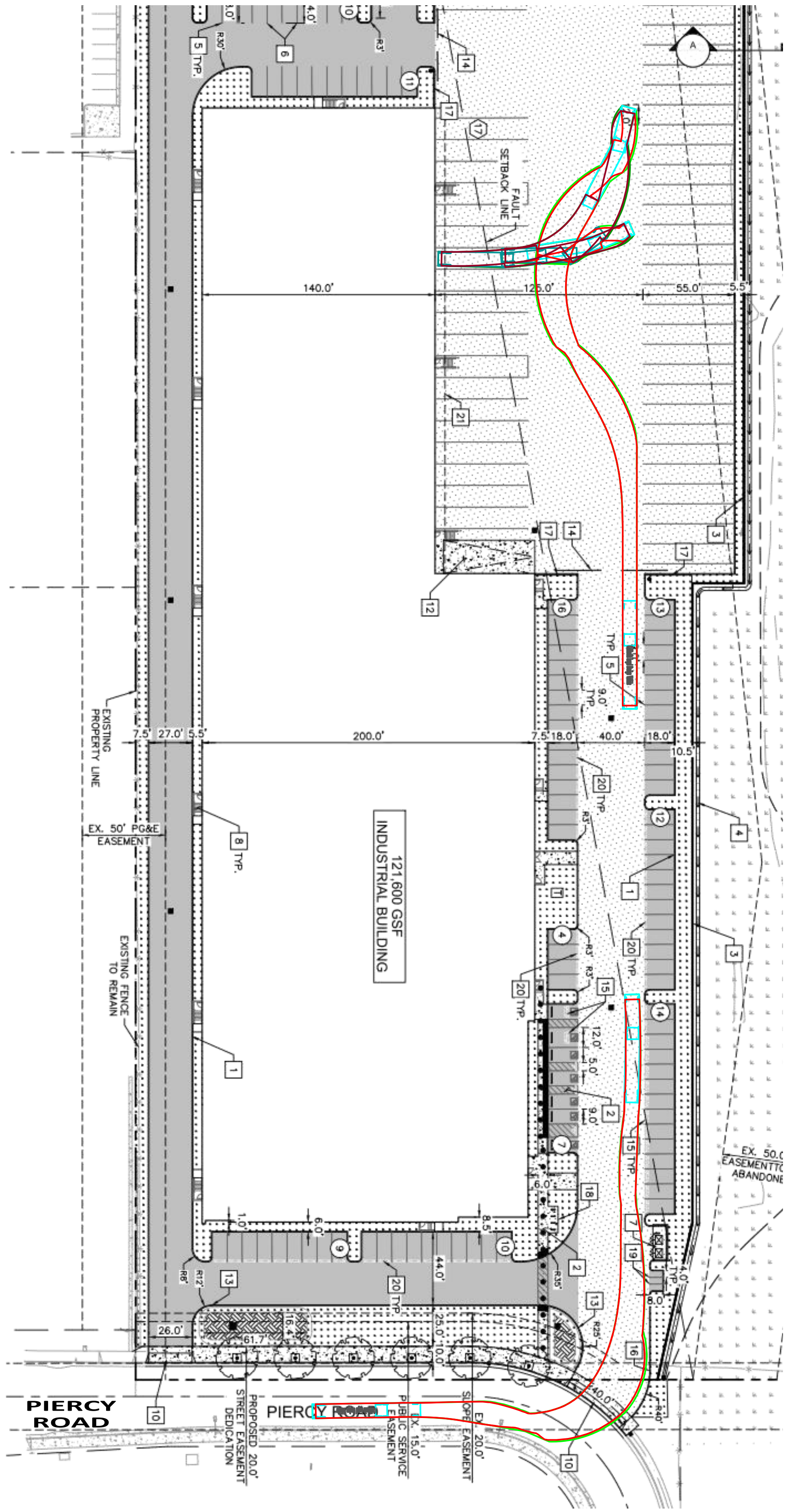


Figure 9
CA Legal (WB-65) Truck Turning Template - Inbound Path

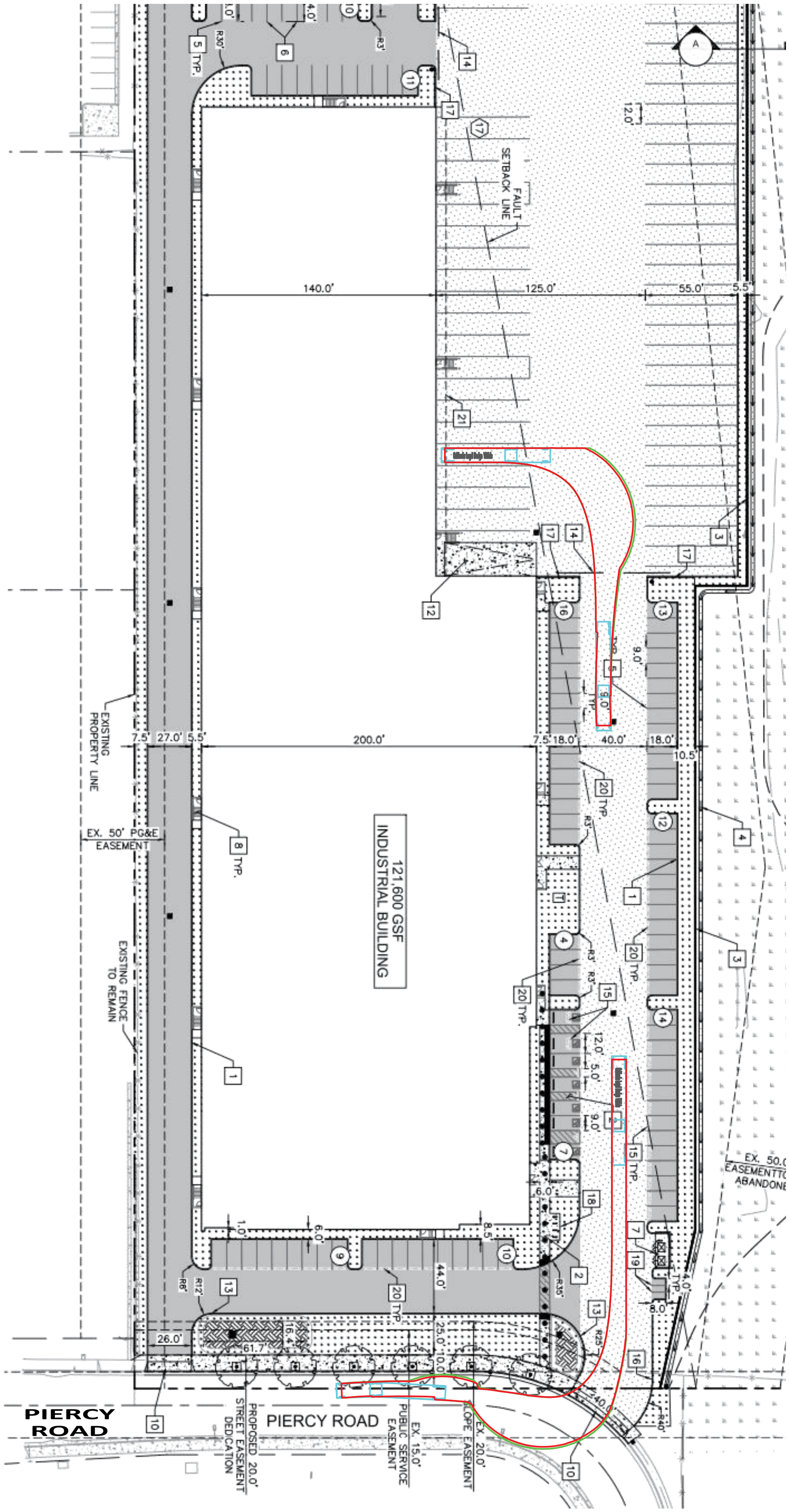


Figure 10

CA Legal (WB-65) Truck Turning Template - Outbound Path

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures. In the event of any type of closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely.

Per City standard practice, the project would be required to submit a construction management plan for City approval that addresses demolition, remediation, construction schedule, street closures and/or detours, construction staging areas and parking, and planned truck routes.

Pedestrian, Bicycle, and Transit Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals and policies of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along many City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Pedestrian and Bicycle Facilities

Pedestrian facilities consist of sidewalks and crosswalks in the project vicinity, as well as the Coyote Creek multi-use trail. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the study area. According to the site plan, the project is not proposing to widen the existing 6-foot-wide sidewalk along the project frontage on Piercy Road. However, the sidewalk along the project frontage is consistent with the other sidewalks in the project vicinity. The network of sidewalks exhibits good connectivity and would provide employees of the project with safe routes to transit stops and other points of interest in the immediate project vicinity.

Bicycle facilities in the project vicinity consist of striped bike lanes (Class II bicycle facilities) on Hellyer Avenue, Silver Creek Valley Road and Monterey Road, as well as the aforementioned Coyote Creek trail (Class I bicycle facility). The network of bike facilities exhibits good connectivity and would provide employees of the project with safe bicycle routes in the immediate project vicinity. Currently, a continuous bicycle route between the project site and the residential and commercial areas west of US 101 does not exist on either Blossom Hill Road or on Silicon Valley Boulevard. However, the US101/Blossom Hill Road interchanges is being reconstructed and will include bicycle facilities.

The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities. The project would provide bicycle parking near the main office entrance at the southern end of the building. Providing adequate and convenient on-site bike parking would help to create a bicycle-friendly environment and encourage bicycling by employees of the project.

Transit Facilities

The project site is not well served by bus or rail service. Bus service in the project vicinity is provided by VTA local route 42 only. Route 42 travels along Silver Creek Valley Road, Hellyer Avenue and Silicon Valley Boulevard in the project vicinity and provides service between Evergreen Valley College and Kaiser San Jose. Route 42 runs on 60-minute headways between 6:00 AM and 7:00 PM and provides service to the Blossom Hill Caltrain station. The Blossom Hill Caltrain Station is located about one mile from the project site at the intersection of Monterey Road/Ford Road. Local Route 42 has stops within walking distance of the project site on Hellyer Avenue at Piercy Road (northbound and southbound bus stops).

Due to the lack of transit service options within walking distance of the site, it is reasonable to assume that few employees of the project would utilize transit. A small increase in transit demand generated by the proposed project could be accommodated by the current available ridership capacity of the transit service in the study area.

Parking

The majority of the site would be paved and would include 60 standard parking spaces, 5 ADA compliant spaces with van accessibility, 42 container parking spaces (12 ft x 55 ft), 17 loading dock spaces, 14 EV spaces, 53 EV capable spaces, 3 motorcycle spaces, and 12 bicycle parking spaces. The project anticipates 10 - 15 container parking spaces would likely be occupied at any one time.

Vehicular Parking

According to the City of San Jose's off-street parking requirements (Chapter 20.90, Table 20-190 of the City's Zoning Code), warehouses in excess of 25,000 s.f. of total gross floor area require a minimum of 1 vehicle parking space per 5,000 s.f. of warehouse space (rounded up). Accordingly, the project would be required to provide at least 25 vehicle parking spaces (rounded up) as follows: 121,600 s.f. / 5,000 s.f. = 24.32 spaces.

The site plan shows a total of 132 vehicle parking spaces would be provided, which would exceed the City's vehicle parking requirement.

Motorcycle Parking

According to the City of San Jose's off-street parking requirements (Chapter 20.90, Table 20-250 of the City's Zoning Code), the motorcycle parking requirement for general industrial uses is 1 motorcycle parking space for every 10 code-required auto parking spaces. Accordingly, the project is required to provide 3 motorcycle parking spaces (rounded up) as follows: 25 / 10 = 2.5 spaces.

The site plan shows 3 motorcycle parking spaces located near the eastern project entrance, which would meet the City's motorcycle parking requirement.

Bicycle Parking

According to the City of San Jose's off-street parking requirements (Chapter 20.90 of the City's Zoning Code), non-residential projects must provide a minimum of 2 short-term bicycle parking spaces and 1 long-term bicycle parking space.

The project would provide 8 short-term bicycle parking spaces and 4 long-term bicycle parking spaces, which would exceed the City's bicycle parking requirement. The short-term bicycle parking spaces (i.e., bike racks) would be situated adjacent to the main office entrance at the southeast corner of the building. Although not shown on the site plan, the long-term bicycle parking spaces would be provided inside the building.

5.
Conclusions

This report presents the results of the transportation analysis conducted for a proposed 121,600 square-foot (s.f.) warehouse located at 455 Piercy Road in the Edenvale Area of San Jose, California. The 8.97-acre project site is vacant. Two full-access driveways on Piercy Road would provide access to the project site.

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed industrial project. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook* (April 2020). Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook,* the project includes a California Environmental Quality Act (CEQA) level Transportation Analysis (TA) and a non-CEQA Local Transportation Analysis (LTA). The project would generate fewer than 100 new peak-hour vehicle trips, thus, a Congestion Management Program (CMP) traffic analysis based on the Santa Clara Valley Transportation Authority (VTA) Guidelines (2014) was not required.

CEQA Transportation Impact Analysis

Project Vehicle Miles Traveled (VMT) Analysis

The project VMT estimated by the City's VMT Evaluation Tool is 14.69 VMT per worker, which exceeds the industrial threshold (existing regional average) of 14.37 VMT per worker. Since the VMT generated by the project would exceed the threshold of significance for industrial employment uses in the area, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact to a less-than-significant level.

Project Mitigation

The following multi-modal infrastructure improvement (Tier 2 VMT reduction strategy) and Transportation Demand Management (TDM) measure (Tier 4 VMT reduction strategy) need to be implemented to mitigate the significant VMT impact:

1. **Traffic Calming Measures** (Tier 2 VMT reduction strategy)
2. **Commute Trip Reduction Marketing and Education** (Tier 4 VMT reduction strategy)

Based on the City's VMT Evaluation Tool, implementing the recommended mitigation measures would lower the project VMT to 14.25 per worker (a reduction of about 3.5%), which would reduce the project impact to a less-than-significant level (below the industrial threshold of 14.37 VMT per worker).

Cumulative VMT Impact Analysis

The proposed warehouse project is consistent with the uses allowed within the *Industrial Park* (IP) land use designation and is consistent with the City of San Jose Land Use Policies LU-6.4, LU-6.5 and LU-7.1. Since the proposed project is consistent with the Envision San Jose 2040 General Plan, a General Plan Amendment (GPA) would not be required. The construction of a new warehouse would facilitate the development of an industrial site and would help retain industrial-designated land within the City. Thus, the project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

Project Trip Generation

After applying the ITE trip rates to the proposed project and applying the appropriate trip reductions, it is estimated that the project would generate 201 new daily trips, with 20 new trips (15 inbound and 5 outbound) occurring during the AM peak hour and 22 new trips (6 inbound and 16 outbound) occurring during the PM peak hour.

Intersection Traffic Operations

The results of the intersection level of service evaluation show that the three signalized study intersections are currently operating at acceptable levels of service during the AM and PM peak hours of traffic and would continue to operate acceptably under background and background plus project conditions.

Edenvale Area Development Policy Conformance

The project site is located within Edenvale Sub-Area 3 of the Edenvale Area Development Policy (EADP) boundaries. The site already has approval for up to 156,293 s.f. of industrial development as part of the EADP based on a maximum allowable FAR of 0.40. Since the proposed project FAR is below an FAR of 0.40, the project is in conformance with the EADP and would not be required to pay the EADP Traffic Impact Fee (TIF).

Other Transportation Items

The proposed site plan shows adequate site access and on-site circulation for automobiles, trucks (including emergency vehicles), and pedestrians.

455 Piercy Road Warehouse TA
Technical Appendices

Appendix A
Intersection Volumes

Intersection Number: 1
Traffix Node Number: 3855
Intersection Name: Piercy Road & Silver Creek Valley Road
Peak Hour: **AM** Date of Analysis: 08/20/21
Count Date: 09/09/14
Scenario: 121,600 SF Warehouse

SJ Growth Factor (% Per Year): 0.01
Number of Years: 7.00

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	*Total*
Existing Count (Sept 2014)	0	0	0	0	585	3	3	0	36	361	929	7	1924
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*41*	*0*	*0*	*0*	*3*	*25*	*65*	*0*	135
Existing Conditions (Sept 2021)	0	0	0	0	626	3	3	0	39	386	994	7	2059
Approved Project Trips													
San Jose ATI	0	0	0	0	722	0	12	0	63	263	670	0	1730
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	722	0	12	0	63	263	670	0	1730
Background Conditions	0	0	0	0	1348	3	15	0	102	649	1664	7	3789
Bkgrd check	0	0	0	0	1348	3	15	0	102	649	1664	7	
Project Trips													
Project Trips	0	0	0	0	0	0	0	0	2	5	3	0	10
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	2	5	3	0	10
Background + Project Conditions	0	0	0	0	1348	3	15	0	104	654	1667	7	3799
Bkgrd+Proj check	0	0	0	0	1348	3	15	0	104	654	1667	7	

Intersection Number: 2
Traffix Node Number: 3848
Intersection Name: Hellyer Avenue & Silver Creek Valley Road
Peak Hour: **AM** Date of Analysis: 08/20/21
Count Date: 09/27/18
Scenario: 121,600 SF Warehouse

SJ Growth Factor (% Per Year): 0.01
Number of Years: 3.00

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	*Total*
Existing Count (Sept 2018)	26	26	20	97	469	166	181	144	54	94	417	160	1854
1% Annual Growth (SJ Count Adjustment)	*1*	*1*	*1*	*3*	*14*	*5*	*5*	*4*	*2*	*3*	*13*	*5*	56
Existing Conditions (Sept 2021)	27	27	21	100	483	171	186	148	56	97	430	165	1910
Approved Project Trips													
San Jose ATI	63	140	4	19	587	98	23	51	55	159	145	192	1536
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	63	140	4	19	587	98	23	51	55	159	145	192	1536
Background Conditions	90	167	25	119	1070	269	209	199	111	256	575	357	3446
Bkgrd check	90	167	25	119	1070	269	209	199	111	256	575	357	
Project Trips													
Project Trips	0	1	0	0	0	1	1	0	0	3	0	0	6
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	1	0	0	0	1	1	0	0	3	0	0	6
Background + Project Conditions	90	168	25	119	1070	270	210	199	111	259	575	357	3452
Bkgrd+Proj check	90	168	25	119	1070	270	210	199	111	259	575	357	

Intersection Number: 3
Traffix Node Number: 3949
Intersection Name: Hellyer Avenue & Piercy Road
Peak Hour: **AM** Date of Analysis: 08/20/21
Count Date: 10/26/16
Scenario: 121,600 SF Warehouse

SJ Growth Factor (% Per Year): 0.01
Number of Years: 5.00

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	*Total*
Existing Count (Oct 2016)	31	184	57	19	2	1	13	467	125	23	11	8	941
1% Annual Growth (SJ Count Adjustment)	*2*	*9*	*3*	*1*	*0*	*0*	*1*	*23*	*6*	*1*	*1*	*0*	47
Existing Conditions (Sept 2021)	33	193	60	20	2	1	14	490	131	24	12	8	988
Approved Project Trips													
San Jose ATI	85	232	0	0	12	0	0	124	110	40	48	19	670
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	85	232	0	0	12	0	0	124	110	40	48	19	670
Background Conditions	118	425	60	20	14	1	14	614	241	64	60	27	1658
Bkgrd check	118	425	60	20	14	1	14	614	241	64	60	27	
Project Trips													
Project Trips	0	0	5	1	2	2	5	0	0	0	5	0	20
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	5	1	2	2	5	0	0	0	5	0	20
Background + Project Conditions	118	425	65	21	16	3	19	614	241	64	65	27	1678
Bkgrd+Proj check	118	425	65	21	16	3	19	614	241	64	65	27	

Intersection Number: 1
Traffix Node Number: 3855
Intersection Name: Piercy Road & Silver Creek Valley Road
Peak Hour: **PM** Date of Analysis: 08/20/21
Count Date: 09/09/14
Scenario: 121,600 SF Warehouse

SJ Growth Factor (% Per Year): 0.01
Number of Years: 7.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Sept 2014)	0	0	0	0	799	4	5	0	381	57	633	7	1886
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*56*	*0*	*0*	*0*	*27*	*4*	*44*	*0*	132
Existing Conditions (Sept 2021)	0	0	0	0	855	4	5	0	408	61	677	7	2018
Approved Project Trips													
San Jose ATI	0	0	0	0	658	0	13	0	260	36	533	0	1500
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	658	0	13	0	260	36	533	0	1500
Background Conditions	0	0	0	0	1513	4	18	0	668	97	1210	7	3518
Bkgrd check	0	0	0	0	1513	4	18	0	668	97	1210	7	
Project Trips													
Project Trips	0	0	0	0	3	0	0	0	5	2	1	0	11
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	3	0	0	0	5	2	1	0	11
Background + Project Conditions	0	0	0	0	1516	4	18	0	673	99	1211	7	3529
Bkgrd+Proj check	0	0	0	0	1516	4	18	0	673	99	1211	7	

Intersection Number: 2
Traffix Node Number: 3848
Intersection Name: Hellyer Avenue & Silver Creek Valley Road
Peak Hour: **PM** Date of Analysis: 08/20/21
Count Date: 09/27/18
Scenario: 121,600 SF Warehouse

SJ Growth Factor (% Per Year): 0.01
Number of Years: 3.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Sept 2018)	124	108	62	65	321	142	264	89	102	66	505	100	1948
1% Annual Growth (SJ Count Adjustment)	*4*	*3*	*2*	*2*	*10*	*4*	*8*	*3*	*3*	*2*	*15*	*3*	58
Existing Conditions (Sept 2021)	128	111	64	67	331	146	272	92	105	68	520	103	2006
Approved Project Trips													
San Jose ATI	198	31	18	2	111	9	99	137	167	20	579	26	1397
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	198	31	18	2	111	9	99	137	167	20	579	26	1397
Background Conditions	326	142	82	69	442	155	371	229	272	88	1099	129	3403
Bkgrd check	326	142	82	69	442	155	371	229	272	88	1099	129	
Project Trips													
Project Trips	0	0	0	0	0	1	2	1	3	1	0	0	8
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	1	2	1	3	1	0	0	8
Background + Project Conditions	326	142	82	69	442	156	373	230	275	89	1099	129	3411
Bkgrd+Proj check	326	142	82	69	442	156	373	230	275	89	1099	129	

Intersection Number: 3
Traffix Node Number: 3949
Intersection Name: Hellyer Avenue & Piercy Road
Peak Hour: **PM** Date of Analysis: 08/20/21
Count Date: 10/26/16
Scenario: 121,600 SF Warehouse

SJ Growth Factor (% Per Year): 0.01
Number of Years: 5.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Oct 2016)	13	240	37	45	19	8	5	312	13	145	21	24	882
1% Annual Growth (SJ Count Adjustment)	*1*	*12*	*2*	*2*	*1*	*0*	*0*	*16*	*1*	*7*	*1*	*1*	44
Existing Conditions (Sept 2021)	14	252	39	47	20	8	5	328	14	152	22	25	926
Approved Project Trips													
San Jose ATI	0	27	0	0	48	0	0	217	27	110	0	0	429
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	27	0	0	48	0	0	217	27	110	0	0	429
Background Conditions	14	279	39	47	68	8	5	545	41	262	22	25	1355
Bkgrd check	14	279	39	47	68	8	5	545	41	262	22	25	
Project Trips													
Project Trips	0	0	2	6	5	5	2	0	0	0	2	0	22
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	2	6	5	5	2	0	0	0	2	0	22
Background + Project Conditions	14	279	41	53	73	13	7	545	41	262	24	25	1377
Bkgrd+Proj check	14	279	41	53	73	13	7	545	41	262	24	25	

Appendix B
Approved Trips Inventory (ATI)

AM PROJECT TRIPS

06/23/2021

Intersection of : Fontanoso Rd & Hellyer Av & Silver Creek Valley Rd & N Silver Cre

Traffix Node Number : 3848

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	5	18	0	4	4	48	186	0	1	0	2	19
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	0	12	0	0	0	0	4	0	51	18	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	34	30	10	0	122	14	3	0	141	43	3	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	4	3	1	0	14	1	0	0	17	4	0	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	0	0	0	0	0	0	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	12	0	0	0	0	0	3	5	0	0	25	0
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	60	0	0	241	0

AM PROJECT TRIPS

06/23/2021

Intersection of : Fontanoso Rd & Hellyer Av & Silver Creek Valley Rd & N Silver Cre

Traffix Node Number : 3848

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	0	0	0	0	0	0	7	0	0	29	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	0	0	0	0	0	0	69	0	0	269	0
TOTAL:	**55**	**51**	**23**	**4**	**140**	**63**	**192**	**145**	**159**	**98**	**587**	**19**

	LEFT	**THRU**	**RIGHT**
NORTH	4	140	63
EAST	98	587	19
SOUTH	55	51	23
WEST	192	145	159

PM PROJECT TRIPS

Intersection of : Fontanoso Rd & Hellyer Av & Silver Creek Valley Rd & N Silver Cre

Traffix Node Number : 3848

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	2	0	18	17	197	2	2	4	0	0	2
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	0	51	0	0	0	0	18	0	5	1	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	137	121	43	0	13	1	14	3	15	4	0	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	17	14	4	0	1	0	1	0	1	0	0	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	1	0	0	0	0	2	0	0	1	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	13	0	0	0	0	0	9	18	0	0	17	0
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	241	0	0	60	0

PM PROJECT TRIPS

Intersection of : Fontanoso Rd & Hellyer Av & Silver Creek Valley Rd & N Silver Cre

Traffix Node Number : 3848

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	0	0	0	0	0	0	28	0	0	3	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	0	0	0	0	0	0	267	0	0	29	0
TOTAL:	**167**	**137**	**99**	**18**	**31**	**198**	**26**	**579**	**20**	**9**	**111**	**2**

	LEFT	**THRU**	**RIGHT**
NORTH	18	31	198
EAST	9	111	2
SOUTH	167	137	99
WEST	26	579	20

AM PROJECT TRIPS

06/23/2021

Intersection of : Piercy Rd & Silver Creek Valley Rd

Traffix Node Number : 3855

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	0	0	0	0	-28	0	0	-109	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	0	0	0	0	0	347	0	0	90	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	0	0	0	0	0	0	4	0	0	18	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	57	0	0	0	0	0	0	181	232	0	43	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	6	0	0	0	0	0	0	22	28	0	4	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	0	0	0	0	0	0	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	0	12	0	0	0	0	8	3	0	37	0

AM PROJECT TRIPS

06/23/2021

Intersection of : Piercy Rd & Silver Creek Valley Rd

Traffix Node Number : 3855

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	60	0	0	241	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	0	0	0	0	0	0	7	0	0	29	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	0	0	0	0	0	0	69	0	0	369	0
TOTAL:	**63**	**0**	**12**	**0**	**0**	**0**	**0**	**670**	**263**	**0**	**722**	**0**

	LEFT	**THRU**	**RIGHT**
NORTH	0	0	0
EAST	0	722	0
SOUTH	63	0	12
WEST	0	670	263

PM PROJECT TRIPS

06/23/2021

Intersection of : Piercy Rd & Silver Creek Valley Rd

Traffix Node Number : 3855

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	0	0	0	0	-109	0	0	-11	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	0	0	0	0	0	37	0	0	365	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	0	0	0	0	0	0	18	0	0	1	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	232	0	0	0	0	0	0	19	24	0	177	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	28	0	0	0	0	0	0	3	3	0	22	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	0	0	2	0	0	2	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	0	13	0	0	0	0	27	9	0	10	0

PM PROJECT TRIPS

06/23/2021

Intersection of : Piercy Rd & Silver Creek Valley Rd

Traffix Node Number : 3855

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	241	0	0	60	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	0	0	0	0	0	0	28	0	0	3	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	0	0	0	0	0	0	267	0	0	29	0
TOTAL:	**260**	**0**	**13**	**0**	**0**	**0**	**0**	**533**	**36**	**0**	**658**	**0**

	LEFT	**THRU**	**RIGHT**
NORTH	0	0	0
EAST	0	658	0
SOUTH	260	0	13
WEST	0	533	36

AM PROJECT TRIPS

06/23/2021

Intersection of : Hellyer Av & Piercy Rd

Traffix Node Number : 3949

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	22	0	0	5	0	0	0	0	0	0	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	12	0	0	51	0	0	0	0	0	0	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	98	81	0	0	158	76	18	44	36	0	11	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	12	9	0	0	18	9	1	4	4	0	1	0
TOTAL:	**110**	**124**	**0**	**0**	**232**	**85**	**19**	**48**	**40**	**0**	**12**	**0**

	LEFT	THRU	RIGHT
NORTH	0	232	85
EAST	0	12	0
SOUTH	110	124	0
WEST	19	48	40

PM PROJECT TRIPS

06/23/2021

Intersection of : Hellyer Av & Piercy Rd

Traffix Node Number : 3949

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	2	0	0	22	0	0	0	0	0	0	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	51	0	0	5	0	0	0	0	0	0	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	24	147	0	0	0	0	0	0	98	0	44	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	3	17	0	0	0	0	0	0	12	0	4	0
TOTAL:	**27**	**217**	**0**	**0**	**27**	**0**	**0**	**0**	**110**	**0**	**48**	**0**

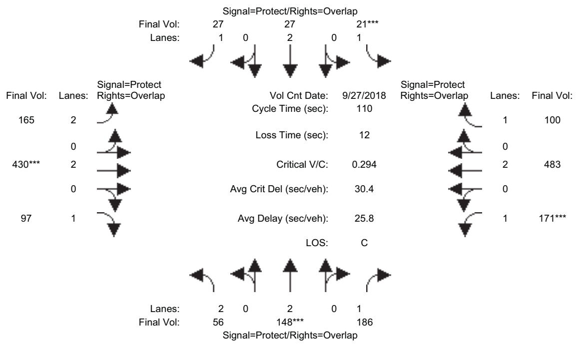
	LEFT	THRU	RIGHT
NORTH	0	27	0
EAST	0	48	0
SOUTH	27	217	0
WEST	0	0	110

Appendix C
Intersection Level of Service Calculations

455 Piercy Road
121,600 SF Warehouse
San Jose, CA

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

Intersection #3848: HELLYER/SILVER CREEK VALLEY



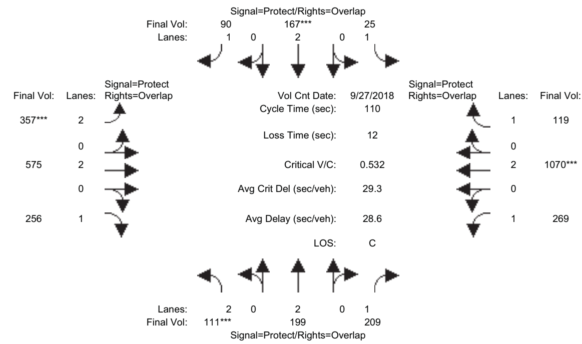
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Sep 2018 << 7:45-8:45AM												
Base Vol:	56	148	186	21	27	27	165	430	97	171	483	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	148	186	21	27	27	165	430	97	171	483	100
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:	56	148	186	21	27	27	165	430	97	171	483	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:	56	148	186	21	27	27	165	430	97	171	483	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	148	186	21	27	27	165	430	97	171	483	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:	56	148	186	21	27	27	165	430	97	171	483	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.11	0.01	0.01	0.02	0.05	0.11	0.06	0.10	0.13	0.06
Crit Moves:		****		****				****		****		
Green Time:	8.7	14.2	49.8	7.0	12.5	38.1	25.6	41.2	49.9	35.6	51.2	58.2
Volume/Cap:	0.22	0.30	0.23	0.19	0.06	0.04	0.22	0.30	0.12	0.30	0.27	0.11
Delay/Veh:	49.5	45.0	19.1	52.5	43.8	24.0	34.9	24.8	17.7	29.3	18.4	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	45.0	19.1	52.5	43.8	24.0	34.9	24.8	17.7	29.3	18.4	13.2
LOS by Move:	D	D	B	D	D	C	C	C	B	C	B	B
HCM2k95thQ:	3	5	8	2	1	2	6	10	5	9	10	4

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

455 Piercy Road
121,600 SF Warehouse
San Jose, CA

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

Intersection #3848: HELLYER/SILVER CREEK VALLEY



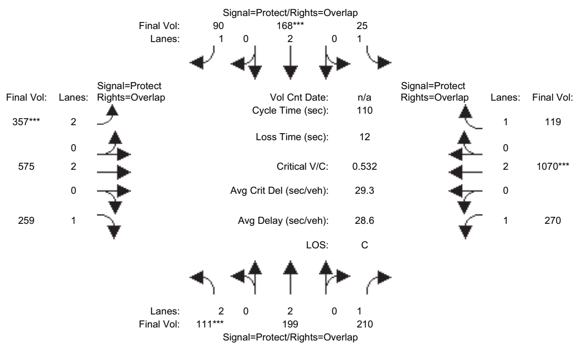
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Sep 2018 << 7:45-8:45AM												
Base Vol:	56	148	186	21	27	27	165	430	97	171	483	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	148	186	21	27	27	165	430	97	171	483	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	55	51	23	4	140	63	192	145	159	98	587	19
Initial Fut:	111	199	209	25	167	90	357	575	256	269	1070	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:	111	199	209	25	167	90	357	575	256	269	1070	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	199	209	25	167	90	357	575	256	269	1070	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:	111	199	209	25	167	90	357	575	256	269	1070	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.12	0.01	0.04	0.05	0.11	0.15	0.15	0.15	0.28	0.07
Crit Moves:	****				****		****				****	
Green Time:	7.2	10.1	50.8	7.1	10.0	33.2	23.2	40.1	47.3	40.7	57.6	64.7
Volume/Cap:	0.54	0.57	0.26	0.22	0.48	0.17	0.54	0.42	0.34	0.42	0.54	0.12
Delay/Veh:	59.5	54.4	18.8	53.3	52.3	29.0	41.7	27.1	22.2	27.7	18.4	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	54.4	18.8	53.3	52.3	29.0	41.7	27.1	22.2	27.7	18.4	10.2
LOS by Move:	E	D	B	D	D	C	D	C	C	C	B	B
HCM2k95thQ:	6	8	9	3	7	5	12	13	12	13	20	4

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

455 Piercy Road
121,600 SF Warehouse
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #3848: HELLYER/SILVER CREEK VALLEY



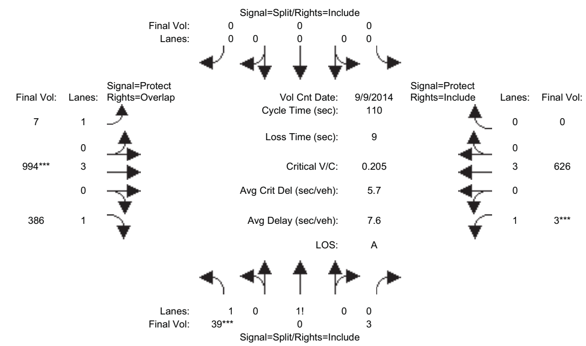
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	111	199	209	25	167	90	357	575	256	269	1070	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	199	209	25	167	90	357	575	256	269	1070	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjTrips:	0	0	1	0	1	0	0	0	3	1	0	0
Initial Fut:	111	199	210	25	168	90	357	575	259	270	1070	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:	111	199	210	25	168	90	357	575	259	270	1070	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	199	210	25	168	90	357	575	259	270	1070	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:	111	199	210	25	168	90	357	575	259	270	1070	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.12	0.01	0.04	0.05	0.11	0.15	0.15	0.15	0.28	0.07
Crit Moves:	****				****		****				****	
Green Time:	7.2	10.1	50.9	7.1	10.0	33.2	23.2	40.0	47.2	40.8	57.6	64.7
Volume/Cap:	0.54	0.57	0.26	0.22	0.49	0.17	0.54	0.42	0.34	0.42	0.54	0.12
Delay/Veh:	59.5	54.4	18.8	53.3	52.4	29.0	41.7	27.2	22.3	27.7	18.4	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	54.4	18.8	53.3	52.4	29.0	41.7	27.2	22.3	27.7	18.4	10.2
LOS by Move:	E	D	B	D	D	C	D	C	C	C	B	B
HCM2k95thQ:	6	8	9	3	7	5	12	13	12	13	20	4

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

455 Piercy Road
121,600 SF Warehouse
San Jose, CA

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

Intersection #3855: PIERCY/SILVER CREEK VALLEY



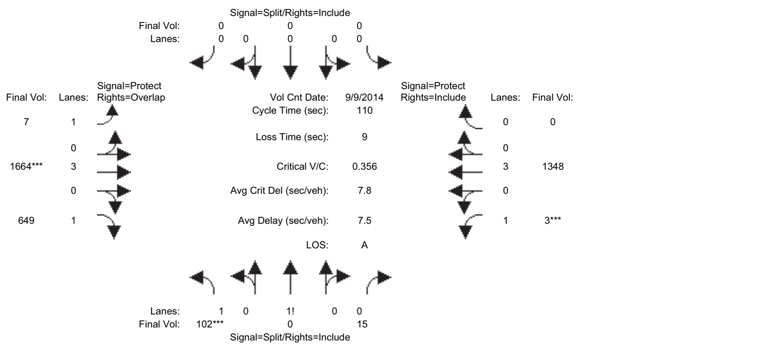
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 << 7:45-8:45AM												
Base Vol:	39	0	3	0	0	0	7	994	386	3	626	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	0	3	0	0	0	7	994	386	3	626	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:	39	0	3	0	0	0	7	994	386	3	626	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	0	3	0	0	0	7	994	386	3	626	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	0	3	0	0	0	7	994	386	3	626	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	0	3	0	0	0	7	994	386	3	626	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.87	0.00	0.13	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3267	0	233	0	0	0	1750	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.17	0.22	0.00	0.11	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	33.4	84.0	94.0	7.0	57.6	0.0
Volume/Cap:	0.13	0.00	0.14	0.00	0.00	0.00	0.01	0.23	0.26	0.03	0.21	0.00
Delay/Veh:	46.9	0.0	47.0	0.0	0.0	0.0	26.8	3.8	1.9	48.8	14.2	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:	46.9	0.0	47.0	0.0	0.0	0.0	26.8	3.8	1.9	48.8	14.2	0.0
LOS by Move:	D	A	D	A	A	A	C	A	A	D	B	A
HCM2k95thQ:	2	0	2	0	0	0	0	7	6	0	8	0

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

455 Piercy Road
121,600 SF Warehouse
San Jose, CA

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

Intersection #3855: PIERCY/SILVER CREEK VALLEY



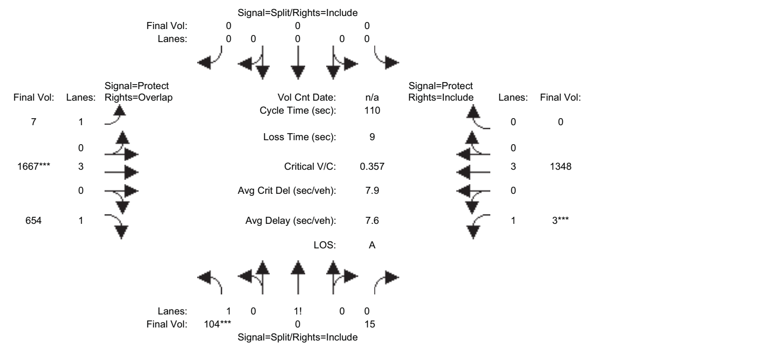
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 << 7:45-8:45AM												
Base Vol:	39	0	3	0	0	0	7	994	386	3	626	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	0	3	0	0	0	7	994	386	3	626	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	63	0	12	0	0	0	0	670	263	0	722	0
Initial Fut:	102	0	15	0	0	0	7	1664	649	3	1348	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:	102	0	15	0	0	0	7	1664	649	3	1348	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	15	0	0	0	7	1664	649	3	1348	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:	102	0	15	0	0	0	7	1664	649	3	1348	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.77	0.00	0.23	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3102	0	398	0	0	0	1750	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.04	0.00	0.00	0.00	0.00	0.29	0.37	0.00	0.24	0.00
Crit Moves:	****							****		****		
Green Time:	10.8	0.0	10.8	0.0	0.0	0.0	19.1	83.2	94.0	7.0	71.1	0.0
Volume/Cap:	0.34	0.00	0.39	0.00	0.00	0.00	0.02	0.39	0.43	0.03	0.37	0.00
Delay/Veh:	48.9	0.0	50.2	0.0	0.0	0.0	37.8	4.9	2.8	48.8	9.3	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:	48.9	0.0	50.2	0.0	0.0	0.0	37.8	4.9	2.8	48.8	9.3	0.0
LOS by Move:	D	A	D	A	A	A	D	A	A	D	A	A
HCM2k95thQ:	5	0	6	0	0	0	1	12	11	0	13	0

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

455 Piercy Road
121,600 SF Warehouse
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #3855: PIERCY/SILVER CREEK VALLEY



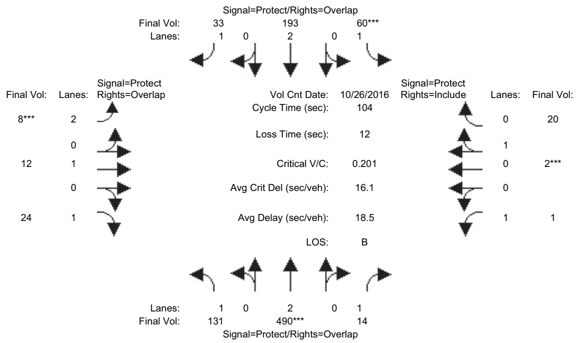
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	102	0	15	0	0	0	7	1664	649	3	1348	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	0	15	0	0	0	7	1664	649	3	1348	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjTrips:	2	0	0	0	0	0	0	3	5	0	0	0
Initial Fut:	104	0	15	0	0	0	7	1667	654	3	1348	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:	104	0	15	0	0	0	7	1667	654	3	1348	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	0	15	0	0	0	7	1667	654	3	1348	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:	104	0	15	0	0	0	7	1667	654	3	1348	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.78	0.00	0.22	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3108	0	392	0	0	0	1750	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.04	0.00	0.00	0.00	0.00	0.29	0.37	0.00	0.24	0.00
Crit Moves:	****							****		****		
Green Time:	10.9	0.0	10.9	0.0	0.0	0.0	19.1	83.1	94.0	7.0	71.0	0.0
Volume/Cap:	0.34	0.00	0.39	0.00	0.00	0.00	0.02	0.39	0.44	0.03	0.37	0.00
Delay/Veh:	48.8	0.0	50.1	0.0	0.0	0.0	37.8	4.9	2.8	48.8	9.3	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:	48.8	0.0	50.1	0.0	0.0	0.0	37.8	4.9	2.8	48.8	9.3	0.0
LOS by Move:	D	A	D	A	A	A	D	A	A	D	A	A
HCM2k95thQ:	5	0	6	0	0	0	1	13	12	0	13	0

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

455 Piercy Road
121,600 SF Warehouse
San Jose, CA

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

Intersection #3949: HELLYER/PIERCY



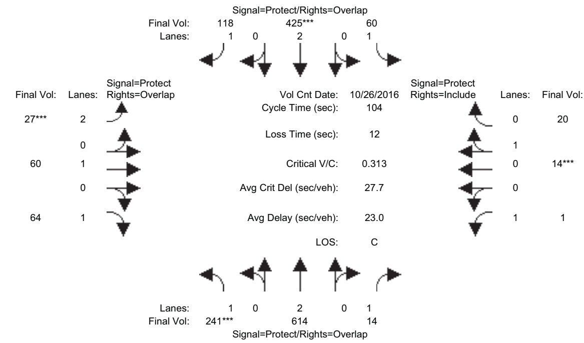
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Oct 2016 << 745-845AM												
Base Vol:	131	490	14	60	193	33	8	12	24	1	2	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	490	14	60	193	33	8	12	24	1	2	20
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:	131	490	14	60	193	33	8	12	24	1	2	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	490	14	60	193	33	8	12	24	1	2	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	490	14	60	193	33	8	12	24	1	2	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	490	14	60	193	33	8	12	24	1	2	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.09	0.91
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	164	1636
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.01	0.03	0.05	0.02	0.00	0.01	0.01	0.00	0.01	0.01
Crit Moves:		****		****			****				****	
Green Time:	32.8	59.2	66.2	15.8	42.2	49.2	7.0	10.0	42.8	7.0	10.0	10.0
Volume/Cap:	0.24	0.23	0.01	0.23	0.13	0.04	0.04	0.07	0.03	0.01	0.13	0.13
Delay/Veh:	27.3	11.3	6.9	40.7	19.5	14.8	45.7	43.4	18.3	45.4	44.5	44.5
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:	27.3	11.3	6.9	40.7	19.5	14.8	45.7	43.4	18.3	45.4	44.5	44.5
LOS by Move:	C	B	A	D	B	B	D	D	B	D	D	D
HCM2k95thQ:	7	8	0	4	4	1	0	1	1	0	2	2

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

455 Piercy Road
121,600 SF Warehouse
San Jose, CA

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

Intersection #3949: HELLYER/PIERCY



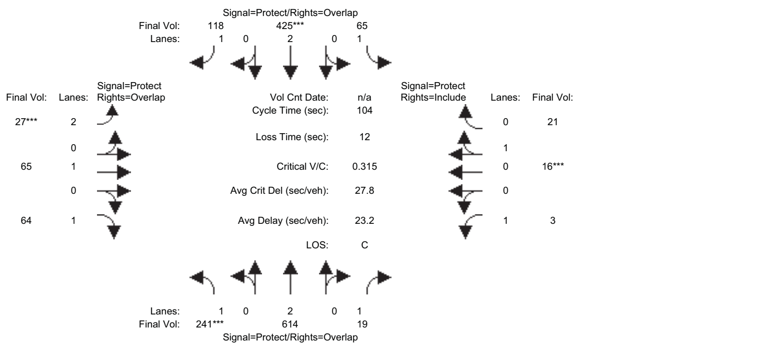
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Oct 2016 << 745-845AM												
Base Vol:	131	490	14	60	193	33	8	12	24	1	2	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	490	14	60	193	33	8	12	24	1	2	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	110	124	0	0	232	85	19	48	40	0	12	0
Initial Fut:	241	614	14	60	425	118	27	60	64	1	14	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	614	14	60	425	118	27	60	64	1	14	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	614	14	60	425	118	27	60	64	1	14	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	614	14	60	425	118	27	60	64	1	14	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.41	0.59
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	741	1059
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.01	0.03	0.11	0.07	0.01	0.03	0.04	0.00	0.02	0.02
Crit Moves:	****				****		****				****	
Green Time:	41.4	52.9	59.9	22.1	33.6	40.6	7.0	10.0	51.4	7.0	10.0	10.0
Volume/Cap:	0.35	0.32	0.01	0.16	0.35	0.17	0.13	0.33	0.07	0.01	0.20	0.20
Delay/Veh:	23.2	15.4	9.4	34.4	27.6	21.3	46.9	48.6	14.0	45.4	45.8	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	15.4	9.4	34.4	27.6	21.3	46.9	48.6	14.0	45.4	45.8	45.8
LOS by Move:	C	B	A	C	C	C	D	D	B	D	D	D
HCM2k95thQ:	11	11	1	4	10	6	1	5	3	0	3	3

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

455 Piercy Road
121,600 SF Warehouse
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #3949: HELLYER/PIERCY



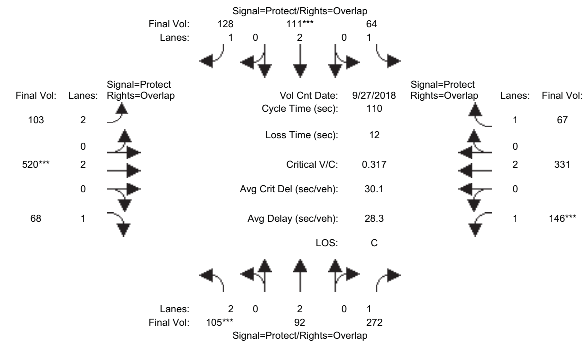
Approach:	North Bound L	North Bound T	North Bound R	South Bound L	South Bound T	South Bound R	East Bound L	East Bound T	East Bound R	West Bound L	West Bound T	West Bound R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	241	614	14	60	425	118	27	60	64	1	14	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	614	14	60	425	118	27	60	64	1	14	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjTrips:	0	0	5	5	0	0	0	5	0	2	2	1
Initial Fut:	241	614	19	65	425	118	27	65	64	3	16	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:	241	614	19	65	425	118	27	65	64	3	16	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	614	19	65	425	118	27	65	64	3	16	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:	241	614	19	65	425	118	27	65	64	3	16	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.43	0.57
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	778	1022
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.01	0.04	0.11	0.07	0.01	0.03	0.04	0.00	0.02	0.02
Crit Moves:	****				****		****				****	
Green Time:	41.4	52.9	59.9	22.1	33.6	40.6	7.0	10.0	51.4	7.0	10.0	10.0
Volume/Cap:	0.35	0.32	0.02	0.18	0.35	0.17	0.13	0.36	0.07	0.03	0.21	0.21
Delay/Veh:	23.2	15.4	9.5	34.6	27.6	21.3	46.9	49.3	14.0	45.7	46.2	46.2
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:	23.2	15.4	9.5	34.6	27.6	21.3	46.9	49.3	14.0	45.7	46.2	46.2
LOS by Move:	C	B	A	C	C	C	D	D	B	D	D	D
HCM2k95thQ:	11	11	1	4	10	6	1	5	3	0	3	3

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

455 Piercy Road
121,600 SF Warehouse
San Jose, CA

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

Intersection #3848: HELLYER/SILVER CREEK VALLEY



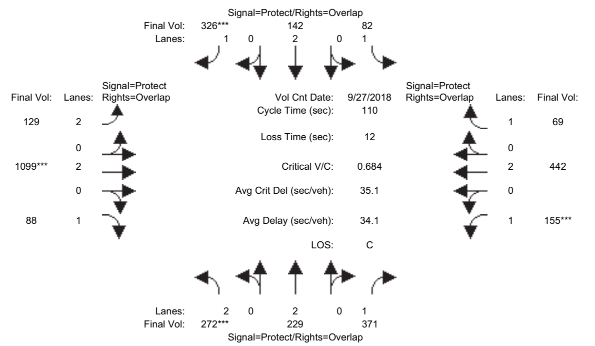
Approach:	North Bound L	North Bound T	North Bound R	South Bound L	South Bound T	South Bound R	East Bound L	East Bound T	East Bound R	West Bound L	West Bound T	West Bound R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Sep 2018 << 4:45-5:45PM												
Base Vol:	105	92	272	64	111	128	103	520	68	146	331	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	92	272	64	111	128	103	520	68	146	331	67
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:	105	92	272	64	111	128	103	520	68	146	331	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:	105	92	272	64	111	128	103	520	68	146	331	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	92	272	64	111	128	103	520	68	146	331	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:	105	92	272	64	111	128	103	520	68	146	331	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.16	0.04	0.03	0.07	0.03	0.14	0.04	0.08	0.09	0.04
Crit Moves:	****				****			****		****		
Green Time:	11.6	12.7	41.7	8.9	10.1	41.6	31.4	47.4	59.0	28.9	44.9	53.8
Volume/Cap:	0.32	0.21	0.41	0.45	0.32	0.19	0.11	0.32	0.07	0.32	0.21	0.08
Delay/Veh:	48.1	45.1	27.0	58.2	49.1	23.6	29.3	21.1	12.5	34.4	21.4	15.1
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:	48.1	45.1	27.0	58.2	49.1	23.6	29.3	21.1	12.5	34.4	21.4	15.1
LOS by Move:	D	D	C	E	D	C	C	C	B	C	C	B
HCM2k95thQ:	5	4	13	6	5	7	4	11	3	9	7	3

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

455 Piercy Road
121,600 SF Warehouse
San Jose, CA

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

Intersection #3848: HELLYER/SILVER CREEK VALLEY



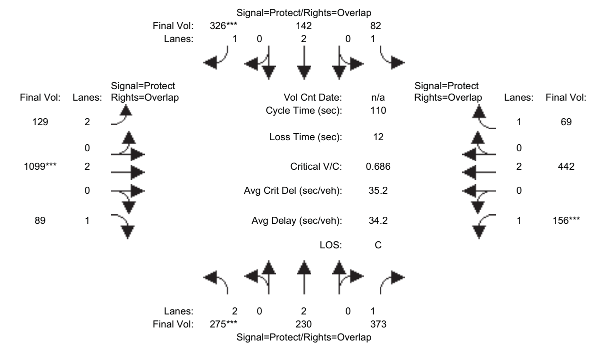
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Sep 2018 << 4:45-5:45PM												
Base Vol:	105	92	272	64	111	128	103	520	68	146	331	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	92	272	64	111	128	103	520	68	146	331	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	167	137	99	18	31	198	26	579	20	9	111	2
Initial Fut:	272	229	371	82	142	326	129	1099	88	155	442	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	229	371	82	142	326	129	1099	88	155	442	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	229	371	82	142	326	129	1099	88	155	442	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	229	371	82	142	326	129	1099	88	155	442	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.21	0.05	0.04	0.19	0.04	0.29	0.05	0.09	0.12	0.04
Crit Moves:	****					****		****		****		
Green Time:	13.9	22.2	36.4	11.4	19.7	41.2	21.5	46.5	60.4	14.2	39.3	50.7
Volume/Cap:	0.68	0.30	0.64	0.45	0.21	0.50	0.21	0.68	0.09	0.68	0.33	0.09
Delay/Veh:	55.2	38.3	36.6	54.2	39.2	29.1	37.9	28.2	12.0	61.2	26.4	16.9
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:	55.2	38.3	36.6	54.2	39.2	29.1	37.9	28.2	12.0	61.2	26.4	16.9
LOS by Move:	E	D	D	D	D	C	D	C	B	E	C	B
HCM2k95thQ:	12	7	20	7	5	16	5	26	4	13	10	3

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

455 Piercy Road
121,600 SF Warehouse
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #3848: HELLYER/SILVER CREEK VALLEY



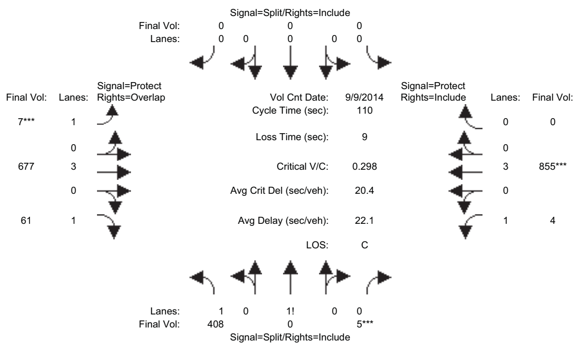
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	272	229	371	82	142	326	129	1099	88	155	442	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	272	229	371	82	142	326	129	1099	88	155	442	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjTrips:	3	1	2	0	0	0	0	0	1	1	0	0
Initial Fut:	275	230	373	82	142	326	129	1099	89	156	442	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	230	373	82	142	326	129	1099	89	156	442	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	230	373	82	142	326	129	1099	89	156	442	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	230	373	82	142	326	129	1099	89	156	442	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.21	0.05	0.04	0.19	0.04	0.29	0.05	0.09	0.12	0.04
Crit Moves:	****					****		****		****		
Green Time:	14.0	22.3	36.6	11.4	19.7	41.1	21.5	46.4	60.4	14.3	39.2	50.6
Volume/Cap:	0.69	0.30	0.64	0.45	0.21	0.50	0.21	0.69	0.09	0.69	0.33	0.09
Delay/Veh:	55.1	38.2	36.5	54.2	39.2	29.2	37.9	28.3	12.0	61.3	26.4	16.9
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:	55.1	38.2	36.5	54.2	39.2	29.2	37.9	28.3	12.0	61.3	26.4	16.9
LOS by Move:	E	D	D	D	D	C	D	C	B	E	C	B
HCM2k95thQ:	12	7	21	7	5	16	5	26	4	13	10	3

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

455 Piercy Road
121,600 SF Warehouse
San Jose, CA

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

Intersection #3855: PIERCY/SILVER CREEK VALLEY



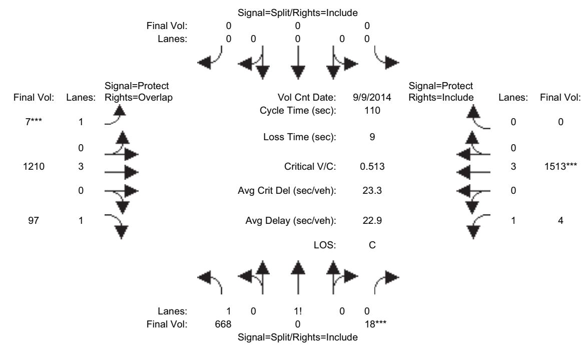
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 << 5:00-6:00PM												
Base Vol:	408	0	5	0	0	0	7	677	61	4	855	0
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:	408	0	5	0	0	0	7	677	61	4	855	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:	408	0	5	0	0	0	7	677	61	4	855	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:	408	0	5	0	0	0	7	677	61	4	855	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	0	5	0	0	0	7	677	61	4	855	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:	408	0	5	0	0	0	7	677	61	4	855	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.98	0.00	0.02	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3458	0	42	0	0	0	1750	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.12	0.03	0.00	0.15	0.00
Crit Moves:			****				****				****	
Green Time:	41.7	0.0	41.7	0.0	0.0	0.0	7.0	38.6	80.3	20.7	52.3	0.0
Volume/Cap:	0.31	0.00	0.32	0.00	0.00	0.00	0.06	0.34	0.05	0.01	0.32	0.00
Delay/Veh:	24.7	0.0	24.7	0.0	0.0	0.0	49.5	26.7	4.2	36.4	18.1	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:	24.7	0.0	24.7	0.0	0.0	0.0	49.5	26.7	4.2	36.4	18.1	0.0
LOS by Move:	C	A	C	A	A	A	D	C	A	D	B	A
HCM2k95thQ:	10	0	10	0	0	0	1	10	2	0	11	0

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

455 Piercy Road
121,600 SF Warehouse
San Jose, CA

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

Intersection #3855: PIERCY/SILVER CREEK VALLEY



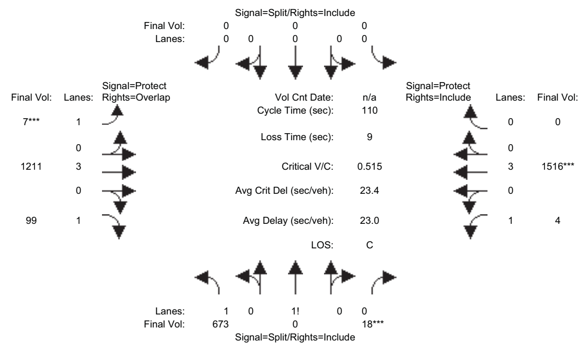
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 << 5:00-6:00PM												
Base Vol:	408	0	5	0	0	0	7	677	61	4	855	0
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:	408	0	5	0	0	0	7	677	61	4	855	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	260	0	13	0	0	0	0	533	36	0	658	0
Initial Fut:	668	0	18	0	0	0	7	1210	97	4	1513	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:	668	0	18	0	0	0	7	1210	97	4	1513	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	668	0	18	0	0	0	7	1210	97	4	1513	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:	668	0	18	0	0	0	7	1210	97	4	1513	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.95	0.00	0.05	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3411	0	89	0	0	0	1750	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.21	0.06	0.00	0.27	0.00
Crit Moves:			****				****				****	
Green Time:	40.5	0.0	40.5	0.0	0.0	0.0	7.0	46.5	87.1	13.9	53.5	0.0
Volume/Cap:	0.53	0.00	0.55	0.00	0.00	0.00	0.06	0.50	0.07	0.02	0.55	0.00
Delay/Veh:	28.9	0.0	29.2	0.0	0.0	0.0	49.5	24.0	2.6	42.2	20.5	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:	28.9	0.0	29.2	0.0	0.0	0.0	49.5	24.0	2.6	42.2	20.5	0.0
LOS by Move:	C	A	C	A	A	A	D	C	A	D	C	A
HCM2k95thQ:	17	0	18	0	0	0	1	17	2	0	21	0

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

455 Piercy Road
121,600 SF Warehouse
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #3855: PIERCY/SILVER CREEK VALLEY



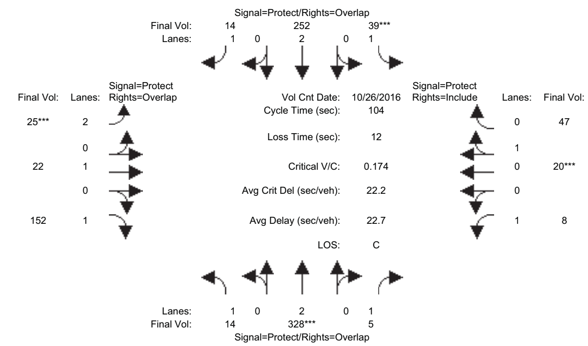
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	668	0	18	0	0	0	7	1210	97	4	1513	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	668	0	18	0	0	0	7	1210	97	4	1513	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjTrips:	5	0	0	0	0	0	0	1	2	0	3	0
Initial Fut:	673	0	18	0	0	0	7	1211	99	4	1516	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:	673	0	18	0	0	0	7	1211	99	4	1516	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	673	0	18	0	0	0	7	1211	99	4	1516	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:	673	0	18	0	0	0	7	1211	99	4	1516	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.95	0.00	0.05	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3411	0	89	0	0	0	1750	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.21	0.06	0.00	0.27	0.00
Crit Moves:			****				****				****	
Green Time:	40.6	0.0	40.6	0.0	0.0	0.0	7.0	46.4	87.1	13.9	53.4	0.0
Volume/Cap:	0.53	0.00	0.55	0.00	0.00	0.00	0.06	0.50	0.07	0.02	0.55	0.00
Delay/Veh:	28.8	0.0	29.1	0.0	0.0	0.0	49.5	24.1	2.6	42.2	20.7	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:	28.8	0.0	29.1	0.0	0.0	0.0	49.5	24.1	2.6	42.2	20.7	0.0
LOS by Move:	C	A	C	A	A	A	D	C	A	D	C	A
HCM2k95thQ:	18	0	18	0	0	0	1	18	2	0	21	0

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

455 Piercy Road
121,600 SF Warehouse
San Jose, CA

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

Intersection #3949: HELLYER/PIERCY



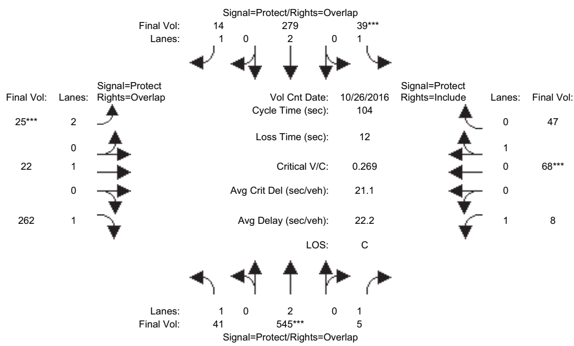
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Oct 2016 << 445-545PM												
Base Vol:	14	328	5	39	252	14	25	22	152	8	20	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	328	5	39	252	14	25	22	152	8	20	47
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:	14	328	5	39	252	14	25	22	152	8	20	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	328	5	39	252	14	25	22	152	8	20	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	328	5	39	252	14	25	22	152	8	20	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	328	5	39	252	14	25	22	152	8	20	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.30	0.70
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	537	1263
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.00	0.02	0.07	0.01	0.01	0.01	0.09	0.00	0.04	0.04
Crit Moves:		****		****			****				****	
Green Time:	26.1	50.3	62.1	13.0	37.2	44.2	7.0	16.9	42.9	11.8	21.7	21.7
Volume/Cap:	0.03	0.18	0.00	0.18	0.19	0.02	0.12	0.07	0.21	0.04	0.18	0.18
Delay/Veh:	29.6	15.4	8.5	42.5	23.3	17.4	46.7	37.4	20.3	41.4	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	15.4	8.5	42.5	23.3	17.4	46.7	37.4	20.3	41.4	34.9	34.9
LOS by Move:	C	B	A	D	C	B	D	D	C	D	C	C
HCM2k95thQ:	1	6	0	3	6	1	1	2	7	1	4	4

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

455 Piercy Road
121,600 SF Warehouse
San Jose, CA

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

Intersection #3949: HELLYER/PIERCY



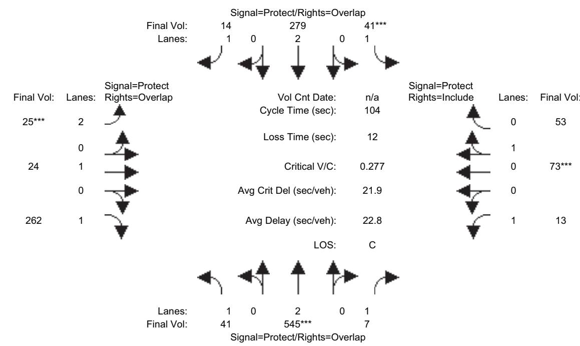
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Oct 2016 << 445-545PM												
Base Vol:	14	328	5	39	252	14	25	22	152	8	20	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	328	5	39	252	14	25	22	152	8	20	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	27	217	0	0	27	0	0	0	110	0	48	0
Initial Fut:	41	545	5	39	279	14	25	22	262	8	68	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	545	5	39	279	14	25	22	262	8	68	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	545	5	39	279	14	25	22	262	8	68	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	545	5	39	279	14	25	22	262	8	68	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.59	0.41
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1064	736
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.00	0.02	0.07	0.01	0.01	0.01	0.15	0.00	0.06	0.06
Crit Moves:		****		****			****				****	
Green Time:	25.3	53.1	63.8	8.3	36.1	43.1	7.0	20.0	45.3	10.7	23.7	23.7
Volume/Cap:	0.10	0.28	0.00	0.28	0.21	0.02	0.12	0.06	0.34	0.04	0.28	0.28
Delay/Veh:	31.0	14.9	7.8	50.1	24.3	18.0	46.7	34.6	20.7	42.5	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	14.9	7.8	50.1	24.3	18.0	46.7	34.6	20.7	42.5	34.9	34.9
LOS by Move:	C	B	A	D	C	B	D	C	C	D	C	C
HCM2k95thQ:	3	10	0	4	7	1	1	1	11	1	7	7

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

455 Piercy Road
121,600 SF Warehouse
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #3949: HELLYER/PIERCY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	41	545	5	39	279	14	25	22	262	8	68	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	545	5	39	279	14	25	22	262	8	68	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjTrips:	0	0	2	2	0	0	0	2	0	5	5	6
Initial Fut:	41	545	7	41	279	14	25	24	262	13	73	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:	41	545	7	41	279	14	25	24	262	13	73	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	545	7	41	279	14	25	24	262	13	73	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:	41	545	7	41	279	14	25	24	262	13	73	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.58	0.42
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1043	757
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.00	0.02	0.07	0.01	0.01	0.01	0.15	0.01	0.07	0.07
Crit Moves:		****		****			****				****	
Green Time:	24.7	51.5	62.6	8.4	35.2	42.2	7.0	21.0	45.6	11.2	25.1	25.1
Volume/Cap:	0.10	0.29	0.01	0.29	0.22	0.02	0.12	0.06	0.34	0.07	0.29	0.29
Delay/Veh:	31.5	15.9	8.3	50.1	24.9	18.5	46.7	33.9	20.5	42.5	33.8	33.8
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:	31.5	15.9	8.3	50.1	24.9	18.5	46.7	33.9	20.5	42.5	33.8	33.8
LOS by Move:	C	B	A	D	C	B	D	C	C	D	C	C
HCM2k95thQ:	3	10	0	4	7	1	1	2	11	1	7	7

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

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