Alviso Hotel Transportation Analysis Report

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SJ20-1997

FEHR PEERS

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1. Introduction

This report presents the results of a transportation analysis (TA) conducted for the proposed hotel development located in the Alviso area of San José, California. The purpose of the TA is to evaluate the proposed Project's potential transportation adverse effects for both California Environmental Quality Act (CEQA) and City requirements per Council Policy 5-1 and consistent with guidelines from the City of San José's *Transportation Analysis Handbook* (2018).

1.1 Project Description

The site is located at 4701 North First Street on an approximately 6.23-acre undeveloped lot, north of State Route (SR) 237 in San José, as shown in **Figure 1**. The site is bound by the Guadalupe River to the south, State-owned open space to the east, and privately-owned parcels to the north and west. The site is within the boundaries of the Alviso Master Plan.

The Project proposes construction of a 215-room hotel in a five-story building. In addition to sleeping accommodations the hotel includes supporting facilities such as a gym, and 3,000 SF restaurant, bar and lounge. The northeastern corner of the site would include a surface parking lot with 27 spaces, and a four-story parking garage with 209 spaces, for a total of 236 parking spaces. Access to the site would be provided via Top Golf Drive; a future 26-foot wide roadway on the northwestern boundary of the Project site. Top Golf Drive would connect with Anderson Alley and Bay Vista Drive from the adjacent approved Top Golf development, both exiting onto North First Street as two new planned intersections. Both the approved Top Golf development and the Project would be accessed via these intersections, which have been identified as intersections to be studied in the analysis. Anderson Alley would form a new fourth leg of the existing North First Street and Trinity Park Drive intersection. This connection is proposed as part of the Top Golf Development, which is also conditioned to install a traffic signal at the intersection. The second driveway to provide access to the Project site will be at the planned Bay Vista Drive's intersection with North First Street. A detailed site plan is shown in **Figure 2.**

1.2 Transportation Analysis Scope

The scope of work for this transportation analysis was prepared consistent with City of San José Transportation Analysis Policy (Council Policy 5-1). The City of San José developed a *Transportation Analysis Handbook* to implement Council Policy 5-1 and provide guidance on the need, scope, and content of transportation analysis. Council Policy 5-1 addresses transportation analysis requirements consistent with CEQA and City's development application purposes.

1.2.1 CEQA Transportation Analysis Scope

The CEQA scope was prepared for CEQA clearance purposes and to meet Council Policy 5-1, which adopts vehicle miles traveled (VMT) as the primary metric for transportation studies under CEQA. Consistent with Council Policy 5-1, the City outlines several CEQA Transportation Performance Metrics including:

- Total VMT
- VMT per capita (residential projects)
- VMT per employee (office or industrial projects)
- Net change in total VMT (retail, hotel, or school projects)

Council Policy 5-1 includes guidance for screening retail projects, including hotels, for which a detailed CEQA analysis would not be required.

1.2.2 Local Transportation Analysis Scope

Given the adoption of Senate Bill (SB) 743 and Council Policy 5-1, the analysis for the LTA is conducted for the City's development application process and not CEQA purposes. Council Policy 5-1 requires projects to perform a LTA to demonstrate conformance with multimodal transportation strategies, goals and policies in the General Plan, and address adverse effects to the transportation system. The LTA evaluates the effects of a development project on transportation, access, circulation, and related safety elements in the proximate area of the Project. An LTA also establishes consistency with the General Plan policies and goals through the following three objectives:

1. Ensures that a local transportation system is appropriate for serving the types, characters, and intensity of the surrounding land uses;
2. Encourages projects to reduce personal motorized vehicle-trips and increase alternative transportation mode share;
3. Addresses issues related to operations and safety for all transportation modes.

The study area and study intersections are presented on **Figure 1**. The LTA includes a discussion of the amount of traffic generated by the Project, a description and an evaluation of pedestrian, bicycle, and transit facilities and services near the site with a focus on site access and connections.

1.3 Report Organization

The following chapters are included in this report for evaluating transportation effects of the Project:

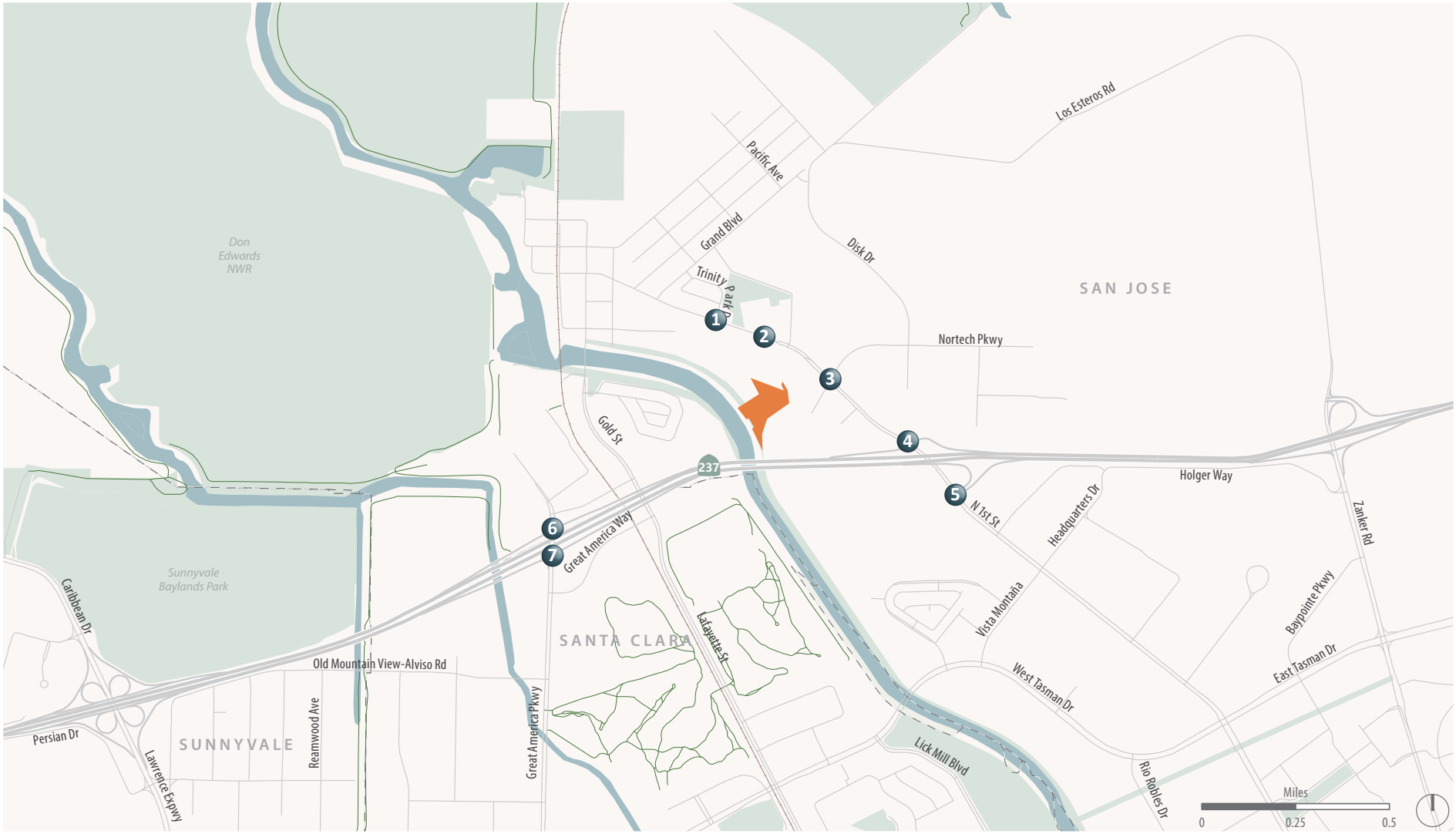
Chapter 1. Introduction includes the study purpose, the Project description, and an overview of the report.

Chapter 2. Existing Conditions provides descriptions of the transportation system near the site including the roadways, transit service, pedestrian facilities, and bicycle facilities.

Chapter 3. CEQA Transportation Analysis describes the process used to evaluate the existing and Project VMT, presents the results of the VMT analysis, and discusses the Project's consistency with *Envision San José 2040 General Plan*.

Chapter 4. Local Transportation Analysis presents the Project effects on the transportation system to meet City analysis requirements. It describes the process used to estimate the amount of Project-generated traffic generated and the assignment of Project-generated trips to the transportation system. This chapter also assesses the site plan regarding access for all modes, evaluates vehicle queuing at site access points, and compares the proposed parking supply to City code requirements.

Chapter 5. Conclusions summarizes the transportation analysis results.

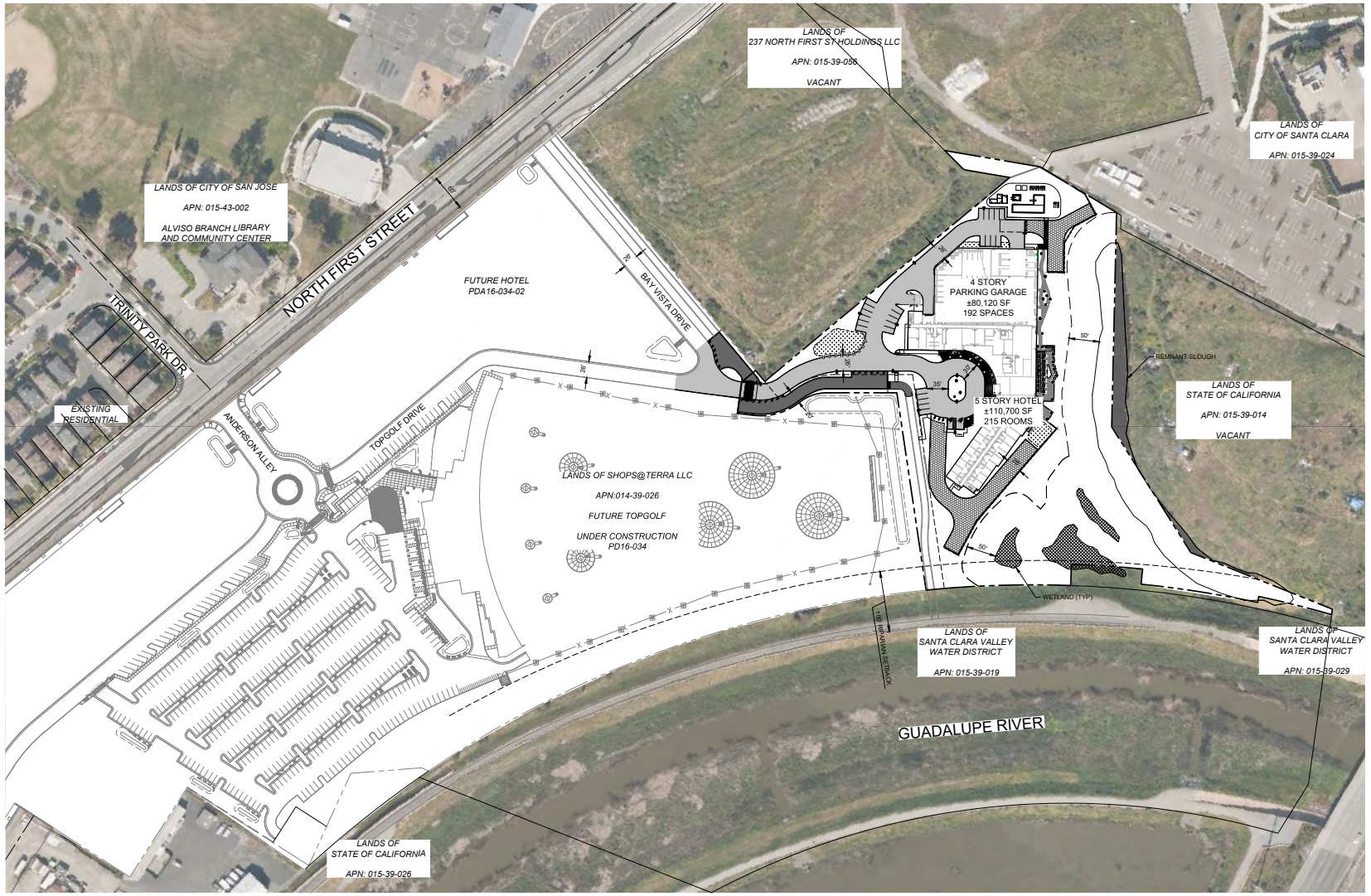


Project Site # Study Intersection

Figure 1

Project Site Vicinity and Study Intersection Locations

SJ20-1997_1_StudyArea



Site Plan Source: HMH Engineers, Oct. 29, 2020

Figure 2

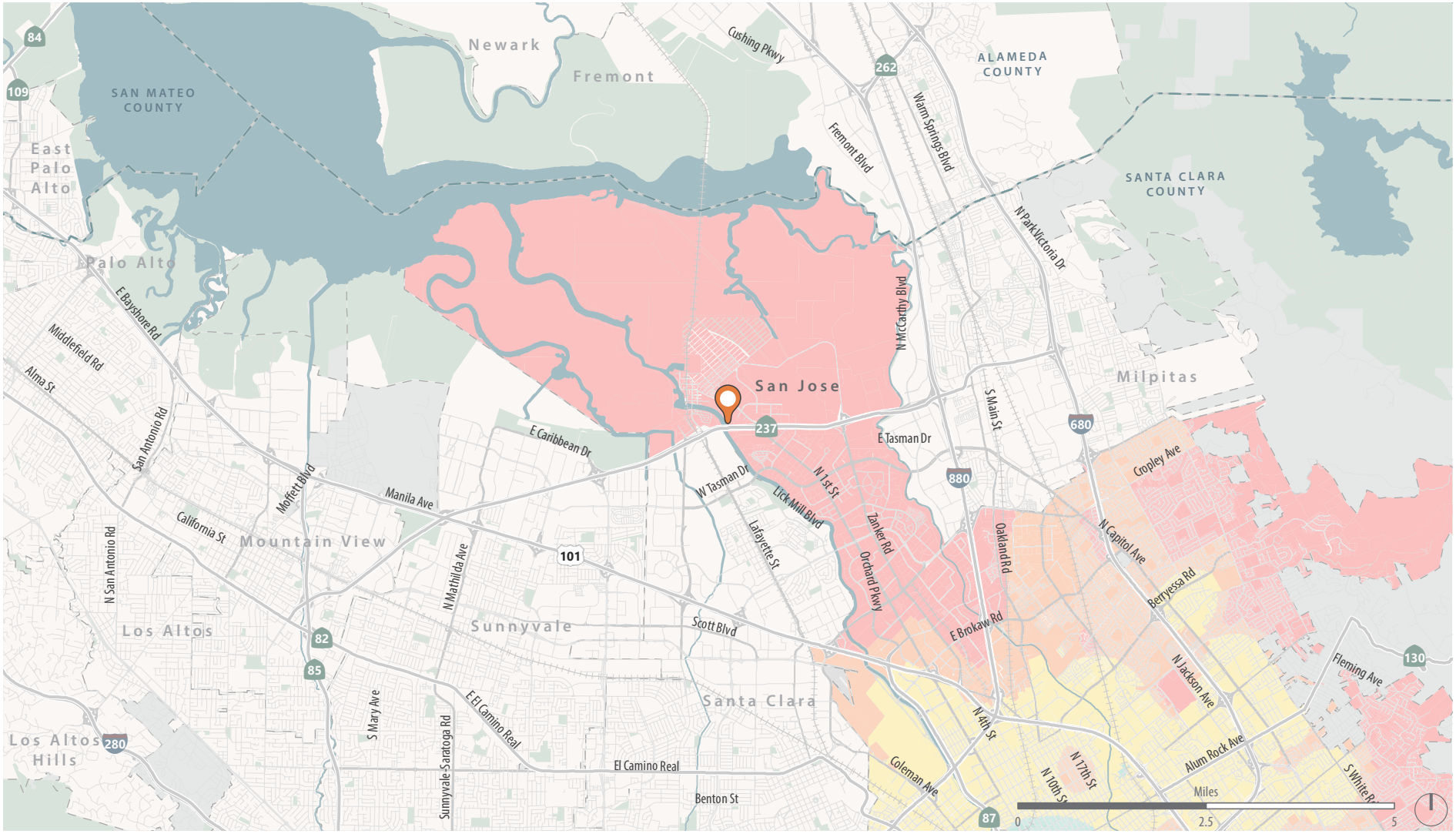
Conceptual Project Site Plan

2. Existing Transportation Conditions

This chapter describes the existing transportation system near the site including VMT, roadways, transit service, bicycle facilities, and pedestrian facilities.

2.1 VMT

A VMT Heat Map showing existing employment area VMT in the Project Study Area is shown on **Figure 3.** As described in detail in **Chapter 3** of this report, the Project has been deemed to meet the City's screening criteria for a VMT analysis exemption based on its shared characteristics with a local-serving retail land use. The Project is not expected to have an increase on overall VMT within the City. It will likely shorten existing trips currently occurring to other similar uses, thereby reducing overall VMT. A map showing the nearby local land uses similar to the proposed hotel is shown on **Figure 4**.



Project Site

City Boundaries

County Boundaries

City of San José - VMT per Job

Threshold VMT Areas

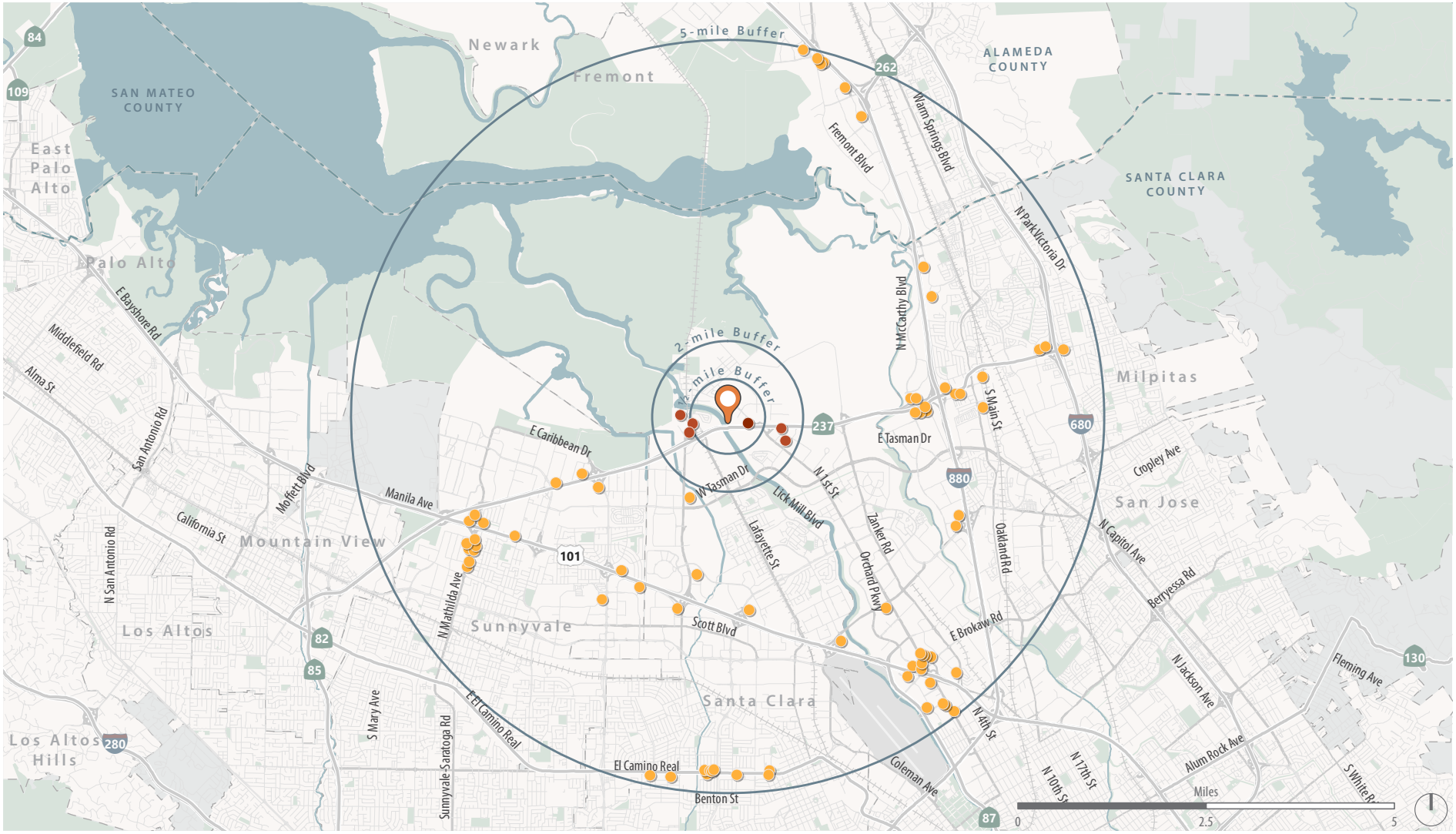
Regional Average VMT Areas

Mitigatable VMT Areas

Immitigable VMT Areas

Figure 3

San Jose VMT Heat Map



Project Site
City Boundaries
County Boundaries
Hotels within ½-mile Buffer Radius
Hotels within 2-mile Buffer Radius
Hotels within 5-mile Buffer Radius

Figure 4

Project Site Vicinity and Similar Adjacent Land Uses

SJ20-1997_8_Alviso_Vicinity_LU

2.2 Roadway Facilities

The Project site is in the northern portion of the City of San José. SR 237 provides regional access to the site via interchanges at North First Street and Great America Parkway. Local access is provided by Gold Street, Great America Parkway, Nortech Parkway, North First Street, and Trinity Park Drive.

2.2.1 Roadway Descriptions

The following describes roadways Project-related traffic will most likely travel on within the study area:

SR 237 is an east-west freeway that connects El Camino Real in Mountain View to I-680 in Milpitas. It is defined as a "Freeway" street typology, according to the *Envision San José 2040 General Plan* Transportation Network Diagram. It runs along the southern edge of the San Francisco Bay, linking the East Bay to the Peninsula. The freeway has two mixed-flow lanes plus one Express Lane in each direction within the study area. Express Lanes provide toll-free travel to carpools, motorcycles, and buses and provide solo drivers the choice to pay a toll to use the lanes during weekdays from 5:00 AM to 8:00 PM. Access to the Project site is provided at the Great America Parkway interchange and North First Street interchange.

Gold Street is a north-south street with one travel lane in each direction and a two-way left-turn lane between Moffat Street and North Taylor Street. It is defined as an "On-Street Primary Bicycle Facility" street typology, according to the *Envision San José 2040 General Plan* Transportation Network Diagram. It provides access to surrounding residential, commercial, and office land uses. Gold Street connects SR 237 west of the Project site and North First Street.

Great America Parkway is a north-south street with three travel lanes in each direction and a center median. It provides access to the commercial corridor southwest of the Project site, and connects to SR 237 west of the Project site.

Nortech Parkway is an east-west street with two travel lanes in each direction and a two-way left-turn lane. It provides access to surrounding office, commercial, and industrial uses. Nortech Parkway connects to North First Street south of the Project site.

North First Street is a north-south street with a northwest-southeast orientation within the study area. North of SR 237, it is defined as a "Main Street" street typology, according to the *Envision San José 2040 General Plan* Transportation Network Diagram. It is defined as a "Grand Boulevard" street typology south of SR 237. It has three travel lanes in each direction south of the SR 237 eastbound ramps, two lanes in each direction between the SR 237 eastbound ramps and Tony P. Santos Street, and one lane in each direction north of Tony P. Santos Street. North First Street provides access to residential, commercial, office, and industrial

uses. It provides direct access to the Project site driveways at Trinity Park Drive/Anderson Alley and proposed Bay Vista Drive driveway.

Trinity Park Drive-Anderson Alley is an east-west street that turns into a north-south oriented street when it meets North First Street. Trinity Park Drive is a residential street with one travel lane in each direction that serves a residential community northwest of the Project site. Anderson Alley is a driveway that provides access to the Project site.

2.3 Transit Facilities

Bus and light rail transit (LRT) service in Santa Clara County is operated by the Santa Clara Valley Transportation Authority (VTA). The Project site is directly served by VTA local bus route 59. The Project site is within walking distance (approximately 750 feet) to the Route 59 bus stops on both sides of North First Street at Tony P. Santos Street. Transfers to bus route 59 include VTA Route 55, Rapid 57, as well as the Blue, Green, and Orange LRT Lines and the ACE Green shuttle. These routes are shown on **Figure 5** and route schedules are shown in **Table 1**. The routes and schedules below reflect Covid-19 reduced service for essential travel.

Table 1: Transit Route Schedules

Route	From	To	Weekdays		Saturdays		Sundays and Holidays	
			Operating Hours	Headways (minutes)	Operating Hours	Headways (minutes)	Operating Hours	Headways (minutes)
VTA Bus Route 55	Old Ironsides & Tasman	Stelling & Stevens Creek	6:20 AM to 10:45 PM	30 to 60	7:50 AM to 8:00 PM	30 to 60	9:20 AM to 6:00 PM	60
VTA Bus Route 59	Valley Fair Transit Center	Tasman & Baypointe	6:00 AM to 7:40 PM	30 to 60	8:30 AM to 5:20 PM	60	8:30 AM to 5:20 PM	60
VTA Rapid 57	West Valley Fair Transit Center	Old Ironsides Station	6:15 AM to 10:50 PM	20 to 60	7:30 AM to 8:50 PM	30 to 60	7:25 AM to 8:30 PM	30 to 60
VTA Blue Line	Santa Teresa Station	Baypointe Station	5:00 AM to 1:15 AM	20 to 45	5:30 AM to 1:15 AM	30 to 45	6:00 AM to 10:55 PM	30
VTA Green Line	Winchester Station	Old Ironsides Station	5:30 AM to 12:40 AM	20 to 30	6:20 AM to 12:35 AM	30	6:20 AM to 11:00 PM	30
VTA Orange Line	Mountain View Station	Alum Rock Station	5:30 AM to 12:45 PM	20 to 45	6:00 AM to 12:50 AM	30 to 45	6:00 AM to 11:20 PM	30

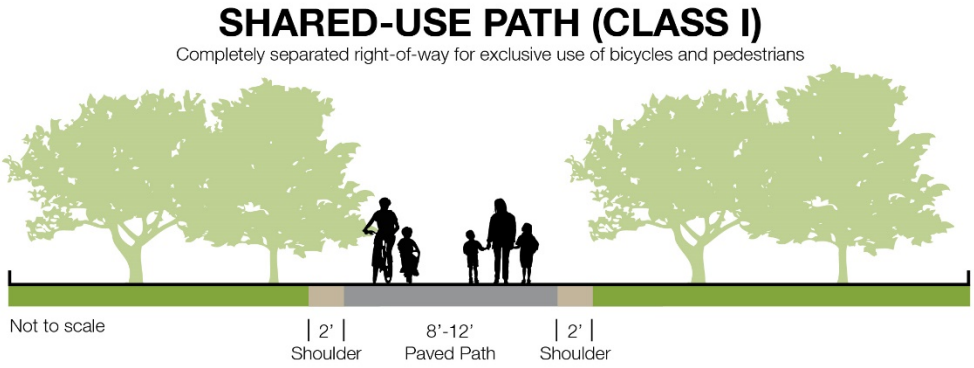
ACE Green - Westbound	Great America ACE Amtrak Station	America Center Terminal	6:15 AM to 7:50 AM	45 to 75	No service	No service
ACE Green - Eastbound	America Center Terminal	Great America ACE Amtrak Station	3:25 PM to 5:40 PM	120	No service	No Service

Notes:
1. Schedules reflect most recent Feb. 8, 2021 service changes.
2. Operating hours rounded to the nearest five minutes.
3. Headways are defined as the time between transit vehicles on the same route.
Source: VTA, March 2020.

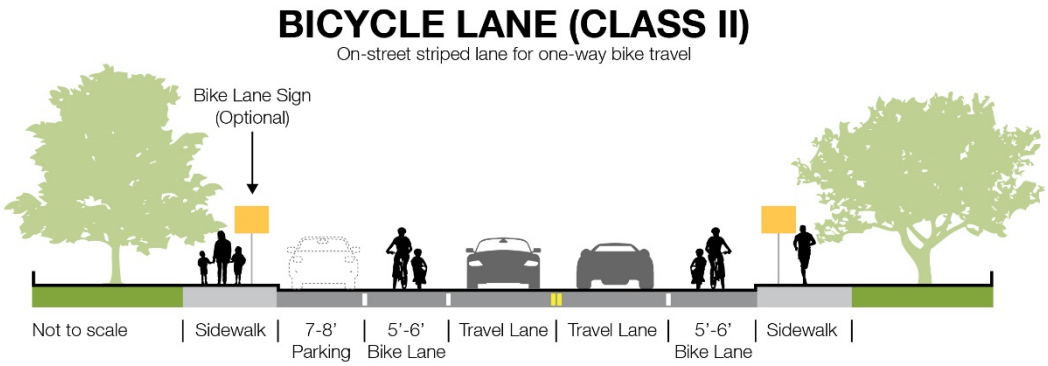
2.4 Bicycle Facilities

Bikeway planning and design in California typically rely on guidelines and design standards established by the California Department of Transportation (Caltrans) in the Highway Design Manual (Chapter 1000: Bikeway Planning and Design). Caltrans provides for four distinct types of bikeway facilities, as described below and shown in the accompanying figures.

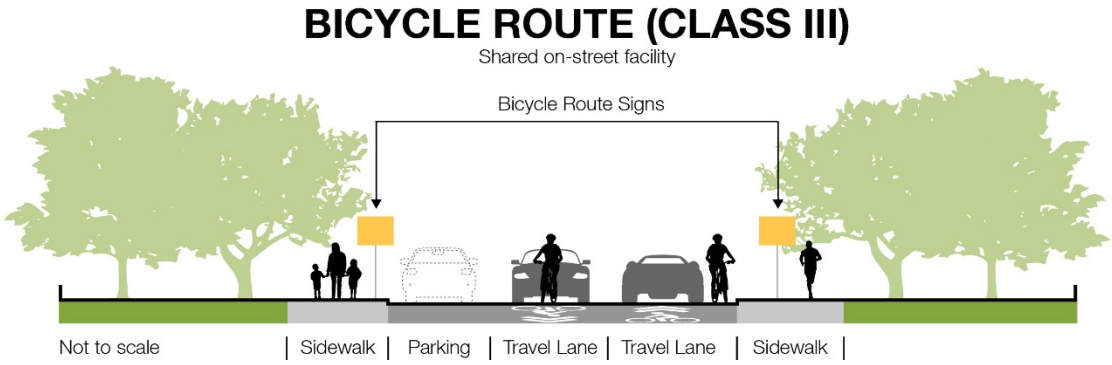
- *Class I Bikeways (Shared-Use Paths)* provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians, with vehicle and pedestrian cross-flow minimized. In general, bike paths serve corridors when on-street facilities are not feasible or where sufficient right-of-way exists to allow them to be constructed.



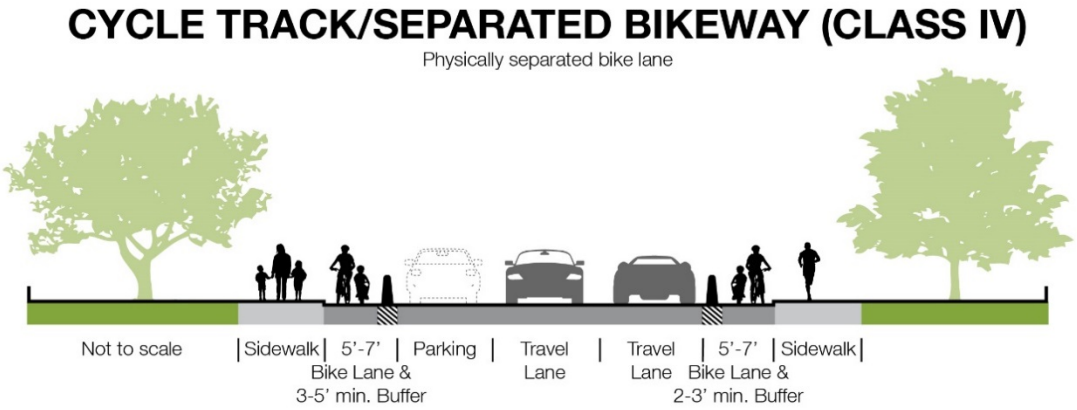
- *Class II Bikeways (Bicycle Lanes)* are dedicated lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are typically five (5) feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted.



- *Class III Bikeways (Bicycle Routes)* are designated by signs or pavement markings for shared use with pedestrians or motor vehicles, but have no separated bike right-of-way or lane striping. Bike routes serve either to: a) provide a connection to other bicycle facilities where dedicated facilities are infeasible, or b) designate preferred routes through high-demand corridors.



- *Class IV Bikeways (cycle tracks or "separated" bikeways)* provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic by physical barriers, including, but not limited to, grade separation, flexible posts, inflexible vertical barriers such as raised curbs or parked cars.



Existing bicycle facilities in the study area are shown on **Figure 6**. Bicycle connectivity to the Project site is adequate, with Class II bike lanes present along the Project frontage on both sides of North First Street that extend from Liberty Street in the north and East Brokaw Road in the south. However, there are notable missing bicycle connections on Gold Street between the Guadalupe River Trail and North Taylor Street and on North Taylor Street between Gold Street and Liberty Street that would provide bicycle connectivity to the northwestern portion of the Alviso District, as well as to the Bay Trail and the business park fronting the Gold Street Connector. Bike lanes are provided on Nortech Parkway and Disk Drive northwest of the Project site. Great America Parkway has on-street bicycle lanes that extend from SR 237 past US 101 until just south of Central Expressway. Off-street trails along SR 237 connect bicyclists to business districts along North First Street. There are also off-street bicycle trails along the Guadalupe River and San Tomas Aquino Creek that provide access to central San José and Santa Clara. The Project includes an on-site connection to the Guadalupe River Trail at the southern limits of the site, as shown on **Figure 2**.

2.5 Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. The pedestrian environment was evaluated along the connecting roadways that directly serve the Project site and adjacent roadways that connect to transit stations and/or nearby destinations in the greater study area.

Pedestrian connectivity in the vicinity of the Project site is provided by a mostly complete network of sidewalks and crosswalks that serve the adjacent Alviso neighborhoods. However, there are currently sidewalks missing along the southern side of North First Street between Liberty Street and Tony P. Santos Street; the segment directly fronting the Project site. The approved Top Golf development when constructed will be required to close this sidewalk gap and provide a connection from the Project to the surrounding pedestrian facilities. Pedestrian facilities at study intersections are described below:

<u>Intersection 1 – North First Street & Trinity Park Drive</u>

- Side-street stop-controlled intersection with a marked stop-controlled crosswalk on the east leg crossing Trinity Park Drive

Intersection 3 – North First Street & Nortech Parkway

- Signalized intersection with marked crosswalks and pedestrian signals on all legs

Intersection 4 – North First Street & SR 237 Westbound Ramps

- Signalized intersection with marked crosswalks and pedestrian signals on north and west legs

Intersection 5 – North First Street & SR 237 Eastbound Ramps

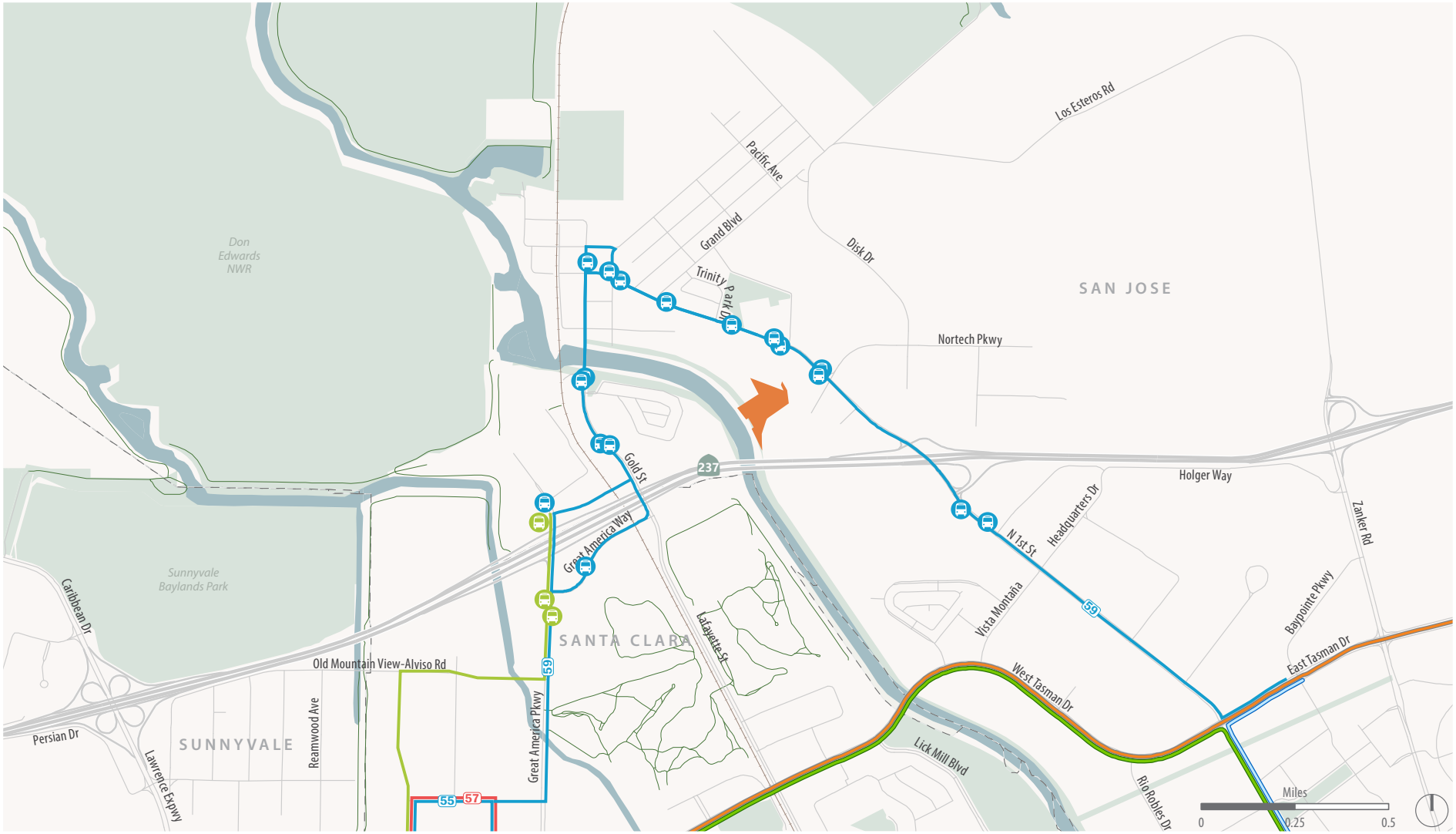
- Signalized intersection with marked crosswalks and pedestrian signals on south and west legs

Intersection 6 – Great America Parkway & SR 237 Westbound Ramps

- Signalized intersection with marked crosswalks and pedestrian signals on north and west legs

Intersection 7 – Great America Parkway & SR 237 Eastbound Ramps

- Signalized intersection with marked crosswalks and pedestrian signals on south and west legs



Project Site

55 59 Local Bus Route/Bus Stop

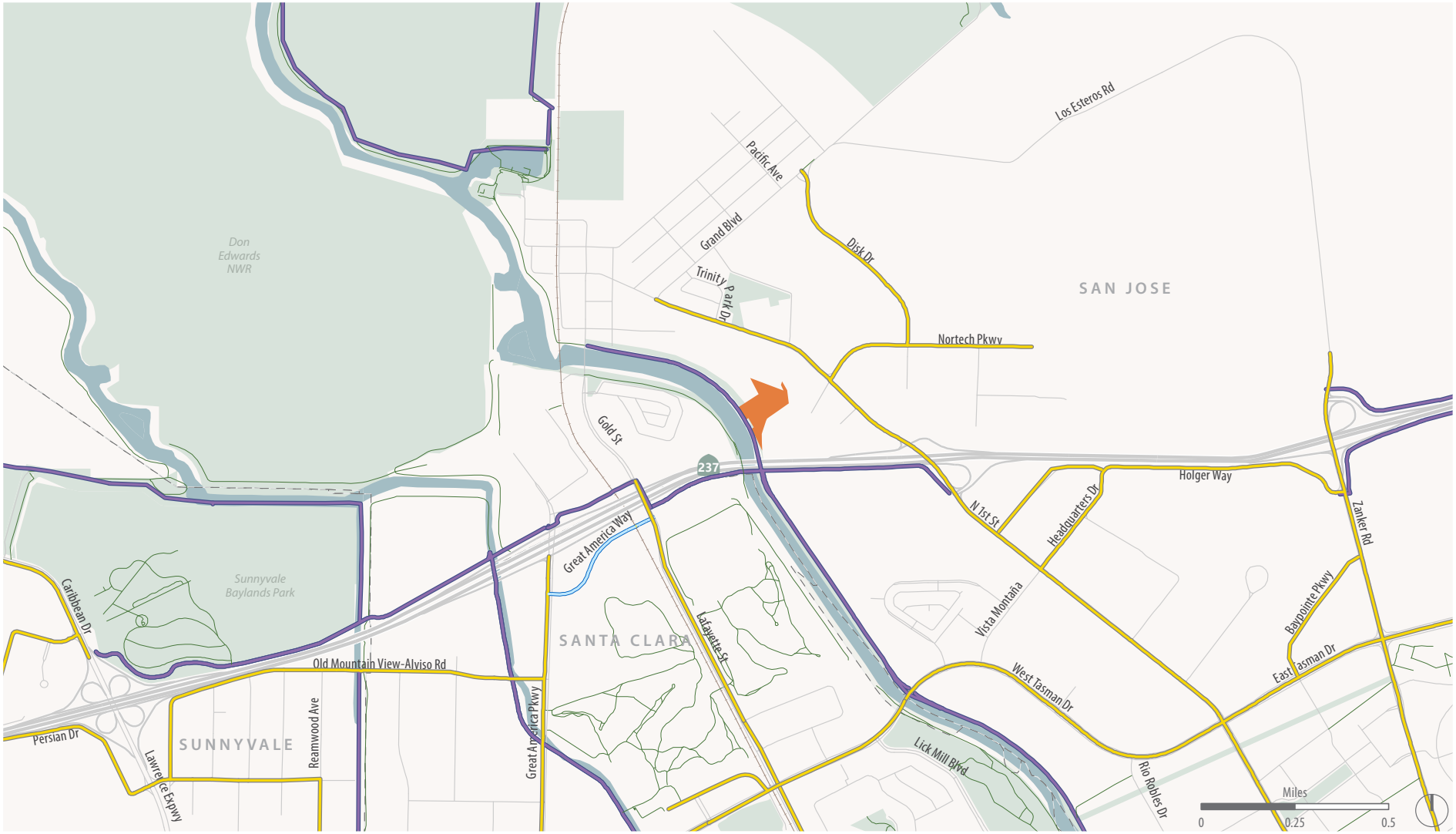
57 Frequent Bus

Light Commuter Rail

Altamont Corridor Express (ACE) Green Shuttle Route/Stop

Figure 5

Existing Transit Service



Project Site

Existing Bike Facilities

- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route

Existing Bike Facilities

- Trails

Figure 6

Existing Bicycle and Pedestrian Facilities

3. CEQA Transportation Analysis

This chapter provides a description of the process used to evaluate Project VMT and discusses the Project's consistency with *Envision San José 2040 General Plan*.

3.1 CEQA Screening Criteria

The City of San José's *Transportation Analysis Handbook* describes the screening criteria used to determine whether a detailed CEQA transportation analysis would be required. Projects that meet the screening criteria "are expected to result in less-than-significant VMT impacts based on Project description, characteristics, and/or location."

While the City's screening criteria does not provide a metric to be used for a hotel or similar lodging-related land use, it does provide a screening criteria for local-serving retail of 100,000 square feet of total gross floor area or less without drive-through operations.

3.1.1 Local-Serving Retail Trip Generation Equivalent

Based on conversations with City Staff, it was determined that for VMT screening purposes the conversion of the hotel trip estimates to equivalent shopping center trip estimates would be appropriate to determine the size of a comparable retail site.

The Project is not expected to have an increase on overall VMT within the City. It will likely shorten existing trips currently occurring to other similar uses, thereby reducing overall VMT. Similar to the characteristics of a "local serving retail" land use, the hotel has less potential to generate new trips or VMT; it is more likely rather to divert trips from an existing use, because this new development is in some way more attractive in its location, setting, or otherwise to the traveler. In the case of the proposed Project, the hotel would attract existing hotel trips from the surrounding office developments.

The equivalent local-serving retail site estimates are presented in **Table 2** using trip generation estimates, along with rates and data for the Shopping Center land use code 820 from ITE's *Trip Generation Manual*.

Table 2: Equivalent Retail Site Estimates

Land Use	ITE Code	Units	Size	Weekday Daily Trip Generation Estimate[1]
Hotel	310	Rooms	215	1,798
Shopping Center[2]	820	KSF GLA	47.6	1,798

Notes:
1. Estimates generated for proposed Project, taken from **Table 6**. Trip estimates calculated using daily average rate of 8.36 trips per 1000 SF.
2. Square Footage estimate back-calculated using daily average rate of 37.75.
Fehr & Peers, March 2020.

The square footage of comparable local-serving retail uses presented in **Table 2** demonstrates that the size of the proposed Hotel Project falls within the local-retail screening criteria (<100,000 square feet) and a detailed VMT analysis is not required per Council Policy 5-1.

3.2 CEQA Cumulative Analysis

According to the City's *Transportation Analysis Handbook*, projects must demonstrate consistency with the *Envision San José 2040 General Plan*, referred to as the General Plan, to address cumulative impacts. The determination of consistency with the General Plan includes a project's density, design, and conformance to the goals and policies set forth in the General Plan. This section describes the land use and transportation goals in the General Plan and the Project's consistency with those goals.

The Project is consistent with the General Plan land use goals by developing in an identified Growth Area to preserve and protect the quality of existing neighborhoods.

The transportation goals in the General Plan aim to complete and maintain a multimodal transportation system with the emphasis on improvements of walking and bicycling facilities, and to maximize efficiency of the existing street system. As described in the existing conditions, the Project is located within a half mile radius of bus stops and provides connection to the Guadalupe River Trail.

The Project is consistent with the General Plan land use and transportation policies in **Table 3**.

Table 3: Envision San José 2040 General Plan Land Use and Transportation Policies

Land Use	
LU-2.2	Include within the Land Use/Transportation Diagram significant job and housing growth capacity within the following identified growth areas: • Specific Plan Areas – The City's Specific Plans provide significant residential growth capacity and opportunities for mixed-use development. Alviso Master Plan…areas also include significant amounts of planned job growth.
Transportation	
TR-1.1	Accommodate and encourage use of non-automobile transportation modes to achieve San José's mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).
TR-1.2	Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.
TR-1.7	Require that private streets be designed, constructed and maintained to provide safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.
TR-2.2	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…
TR-2.8	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-2.18	Provide bicycle storage facilities as identified in the *San José Bicycle Master Plan*.
TR-5.5	Require that new development, which includes new public or private streets, connect these streets with the existing public street network and prohibit the gating of private streets with the intention of restricting public access. Furthermore, where possible, require that the street network within a given project consists of integrated short blocks to facilitate bicycle and pedestrian travel and access.

Source: Envision San José 2040 General Plan, July, 2020.

4. Local Transportation Analysis

This chapter presents the Project effects on the transportation system to meet City analysis requirements for development application purposes. It describes the process used to estimate the amount of Project-generated traffic generated and the assignment of Project-generated trips to the transportation system. This chapter also assesses the site plan regarding access for all modes, evaluates vehicle queuing at site access points, and compares the proposed parking supply to City code requirements.

4.1 Study Intersections

The City's *Handbook* indicates that intersections should be evaluated if the Project contributes ten or more vehicle trips per hour per lane to a signalized intersection. The following study intersections, followed by the jurisdictional criteria in parentheses, were selected in consultation with City staff:

1. North First Street & Trinity Park Drive (City of San José)
2. North First Street & Bay Vista Drive (new intersection, City of San José)
3. North First Street & Nortech Parkway (City of San José)
4. North First Street & SR 237 WB Ramps (City of San José and CMP)
5. North First Street & SR 237 EB Ramps (City of San José and CMP)
6. Great America Parkway & SR 237 WB Ramps (City of San José and CMP)
7. Great America Parkway & SR 237 EB Ramps (City of San José and CMP)

4.2 Analysis Scenarios

Roadway system operations are evaluated during the weekday morning (AM) and weekday afternoon (PM) peak hours for the following scenarios:

Existing Conditions – The analysis of existing conditions was based on traffic counts obtained from the City of San José, provided in **Appendix A**. These counts were scoped to be supplemented with new manual turning-movement counts to be collected in 2020. However, travel patterns were disrupted due to Covid-19 and counts collected would not have reflected "normal" pre-Covid-19 conditions. Therefore, a 1% per year growth rate was applied to the City's 2015-2016 traffic counts to develop pre-Covid-19 2020 traffic volumes used in this scenario.

Background Conditions – Future traffic forecasts without the proposed Project were developed for the Background Conditions by adding traffic from approved but not yet constructed and occupied

developments in the vicinity of the Project site to the Existing Conditions traffic counts. The City' of San José provided this information via their Approved Trip Inventory (ATI), which is provided in **Appendix B**.

Background Plus Project Conditions – This traffic scenario provides an assessment of operating conditions under Background Conditions with the addition of Project-generated traffic and transportation network infrastructure proposed by the Project.

4.3 Analysis Methods

The operations of roadway facilities are described with the term level of service (LOS), a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, with little or no delay, to LOS F, with excessive delay. LOS E represents "at-capacity" operations. When traffic volumes exceed the intersection capacity, stop-and-go conditions result, and operations are designated as LOS F.

4.3.1 Signalized Intersection Operations

The method described in Chapter 16 of the *2000 Highway Capacity Manual* (HCM) (Special Report 209, Transportation Research Board) was used to prepare the level of service calculation for the study intersections. This level of service method, which is approved by the City of San José and VTA, analyzes a signalized intersection's operation based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay is calculated using the TRAFFIX analysis software and is correlated to an LOS designation as shown in **Table 4**.

Table 4: Signalized Intersection Level of Service Definitions

Level of Service	Description	Average Delay per Vehicle (seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B+ B B-	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0 12.1 to 18.0 18.1 to 20.0
C+ C C-	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0 23.1 to 32.0 32.1 to 35.0
D+ D D-	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0
E+ E E-	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

Sources: *Traffic Level of Service Analysis Guidelines,* October 2014, *VTA Congestion Management Program*, June 2003; and *Highway Capacity Manual*, Transportation Research Board, 2000.

4.3.2 Unsignalized Intersection Operations

The operations of the unsignalized intersections were evaluated using the method contained in Chapter 17 of the *2000 HCM*. LOS ratings for stop-sign-controlled intersections are based on the average control delay expressed in seconds per vehicle. At two-way or side-street-controlled intersections, the average control delay is calculated for each stopped movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. **Table 5** summarizes the relationship between delay and LOS for unsignalized intersections.

Table 5: Unsignalized Intersection Level of Service Definitions

Level of Service	Description	Average Delay per Vehicle (seconds)
A	Little or no delay.	≤ 10.0
B	Short traffic delays.	10.1 to 15.0
C	Average traffic delays.	15.1 to 25.0
D	Long traffic delays.	25.1 to 35.0
E	Very long traffic delays.	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded.	> 50.0

Sources: *Traffic Level of Service Analysis Guidelines,* October 2014, *VTA Congestion Management Program*, June 2003; and *Highway Capacity Manual*, Transportation Research Board, 2000.

Additionally, the City of San José applies the *California Manual on Uniform Traffic Control Devices* (CA MUTCD) peak-hour volume signal warrant to evaluate operations at unsignalized intersections to verify whether the addition of Project-generated traffic will create an operation problem at the intersection.[1]

Warrant 3 – Peak hour vehicle volume

This warrant determines if the minor street traffic suffers undue delay when entering or crossing the major street for a minimum of one hour of an average day. This is based on the major street left turn volume, the higher-volume minor-street approach volume, and calculated delay for vehicles on the higher-volume minor-street approach.

4.4 Adverse Effect Criteria

This section outlines the City of San José and CMP intersection adverse effect criteria. A project's contribution to a significant adverse effects on signalized intersections is considered improved when the improvement measure causes the intersection to operate at an acceptable level, delays are lower than they would be under No-Project conditions, or less than a four second increase occurs at intersections that operate at unacceptable levels.

[1] Signal warrant analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared to a sub-set of the standard traffic signal warrants recommended in the *California Manual on Uniform Traffic Control Devices* (CA *MUTCD*) guidelines. While satisfying one or more of these warrants could justify the installation of a signal at an intersection, this analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated by an experienced engineer based on field-measured rather than forecast traffic data and a thorough study of traffic and roadway conditions. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals may lead to certain types of collisions. The City of San Jose should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants to prioritize and program intersections for signalization.

4.4.1 City of San José Criteria

Significant adverse effects at signalized City of San José study intersections would occur when the addition of Project traffic causes one of the following:

- An intersection to deteriorate from an acceptable level of service (LOS D or better) to an unacceptable level (LOS E or F); or,
- An intersection already operating at LOS E or F to:
    - Exacerbates unacceptable operations by increasing the critical delay more than four seconds ***and*** increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or
    - An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

The City of San José minimum threshold for acceptable signalized intersection operations is LOS D, unless governed by an Area Development Policy, or protected intersection designation. All study intersections are within the boundaries of the Alviso Planning Area. For the purpose of this analysis, LOS D is used as the minimum threshold for signalized study intersections in San José.

The LOS standard for CMP intersections is LOS E. Traffic adverse effects at these intersections would occur when the addition of traffic associated with a project causes:

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

4.5 Project Trips

The amount of traffic added to the roadway system by a proposed development is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. The first step estimates the amount of traffic added to the roadway network. The second step estimates the directions of travel to and from the Project site. The new vehicle trips are assigned to specific street segments and intersection turning

movements in the third step. The results of this process for the proposed Project are described in the following sections.

4.5.1 Trip Generation Estimates

Vehicle trip generation estimates for the proposed hotel were generated using rates from the *Institute of Transportation Engineers (ITE) Trip Generation Manual* (10th Edition). Rates for the Hotel (ITE Land Use Code 310), were used. Then, a location-based adjustment was calculated using the City of San José VMT Evaluation Tool based on the 47,600 square feet of retail space (see conversion from hotel to retail in **Chapter 3**), and a place-type of suburbs with single-family housing. A screenshot from the first page of the City's VMT Evaluation Tool, which was used to inform the location-based adjustment to trip generation, is provided in **Appendix C**. Trip generation estimates for peak AM, peak PM, and daily are shown in **Table 6**. The Project with the location-based adjustment is expected to add 1,642 daily trips, including 93 AM and 118 PM peak hour trips.

Table 6: Alviso Hotel Trip Generation Estimates

Land Use	Rooms	Weekday AM Trips			Weekday PM Trips			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
Hotel[1]	215	60	42	102	66	63	129	899	899	1,798
Deduction with Location Based Adjustment of 91.2%[2]		(5)	(4)	(9)	(6)	(5)	(11)	(78)	(78)	(156)
Total		**55**	**38**	**93**	**60**	**58**	**118**	**821**	**821**	**1,642**

Notes:

1. Hotel land use code 310, ITE, *Trip Generation Manual*, 10th Edition, 2017. Trip estimates calculated using average rates.
   Daily rate = 8.36; In = 50%; Out = 50%
   AM rate = 0.47; In = 59%; Out = 41%
   PM rate = 0.6; In = 51%; Out = 49%
2. Location based adjustment calculated using City of San José VMT Evaluation Tool based on 47,600 square feet of retail space at the Project site (APN 015-39-020).

Fehr & Peers, March 2020.

4.5.2 Trip Distribution and Assignment

The distribution of the traffic generated by the Project onto the roadway system was based on the locations of complementary land uses, prevailing travel patterns, population densities in nearby neighborhoods and communities, and patterns used in recent TIAs completed in the area. The trip distribution percentages are listed below and shown on **Figure 7**:

- 20% to/from North First Street south of the Project site
- 10% to/from Great America Parkway southwest of the Project site
- 5% to/from Gold Street northwest of the Project site

- 25% to/from SR 237 east of the Project site
- 40% to/from SR 237 west of the Project site (of this 40%, 15% using Great America Parkway interchange and 25% using North First Street interchange)

Project trips were assigned to the roadway network based on the trip distribution. **Figure 8** presents the AM and PM peak hour Project trips assigned to each turning movement at the study intersections.

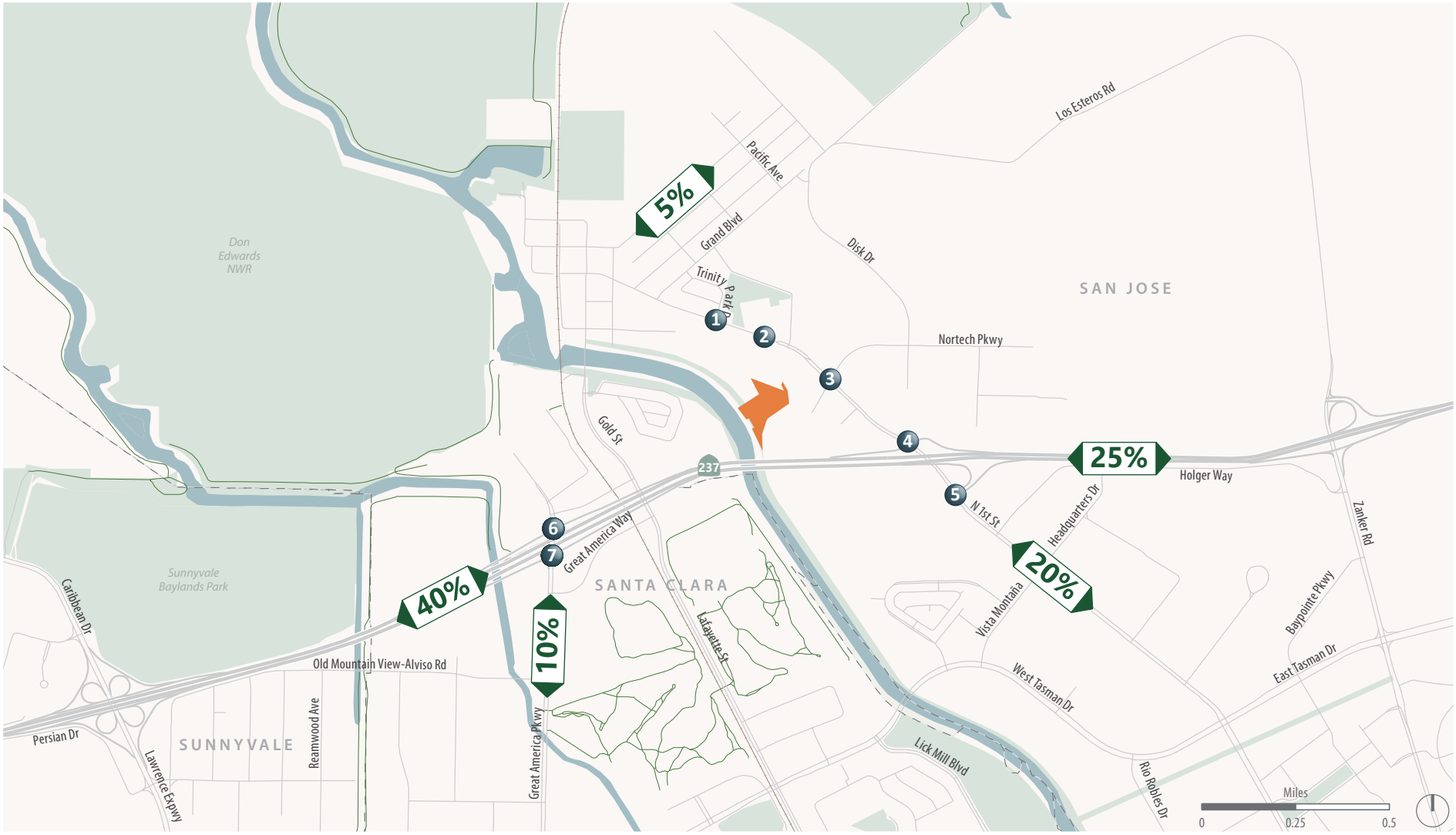
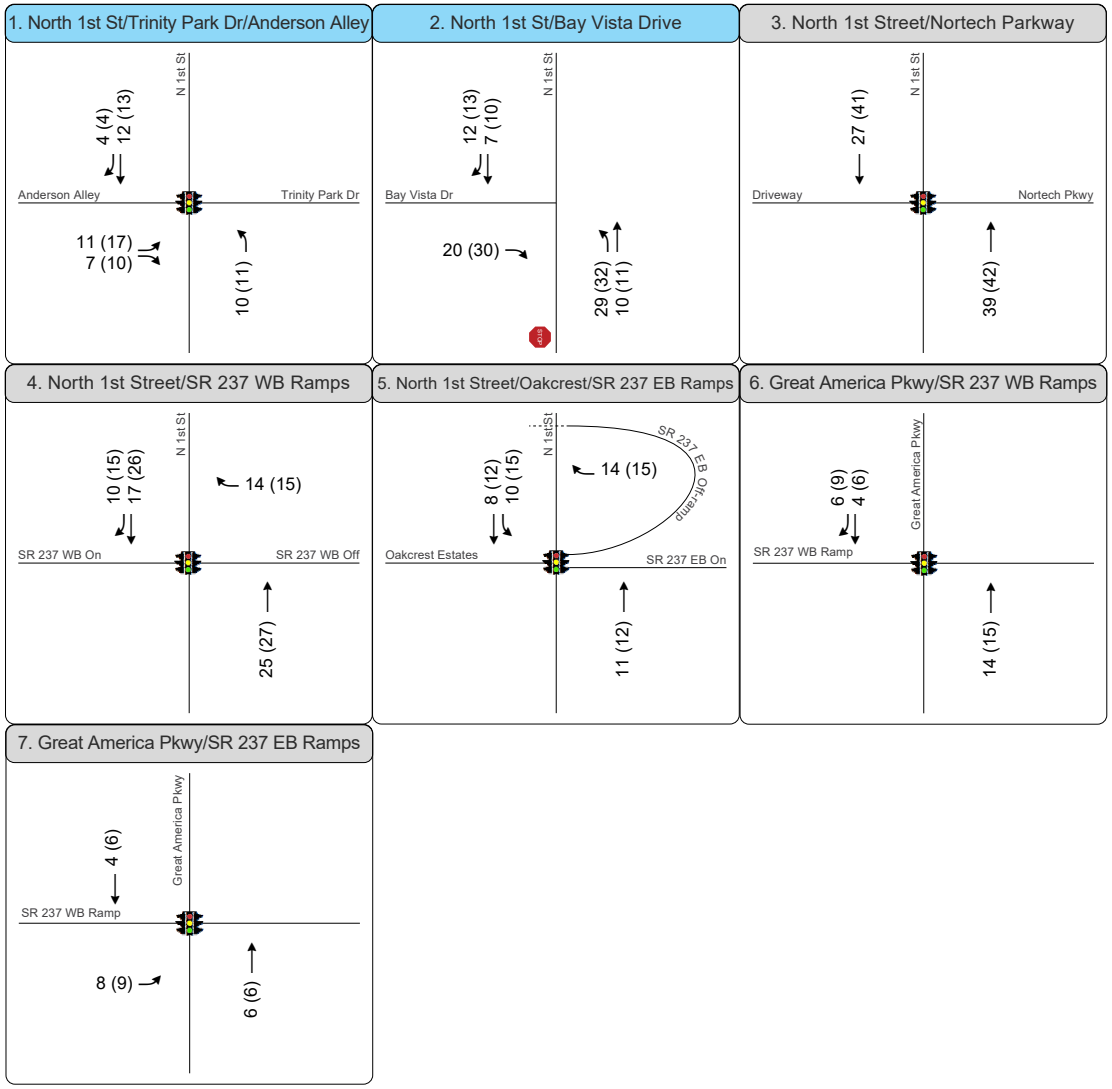
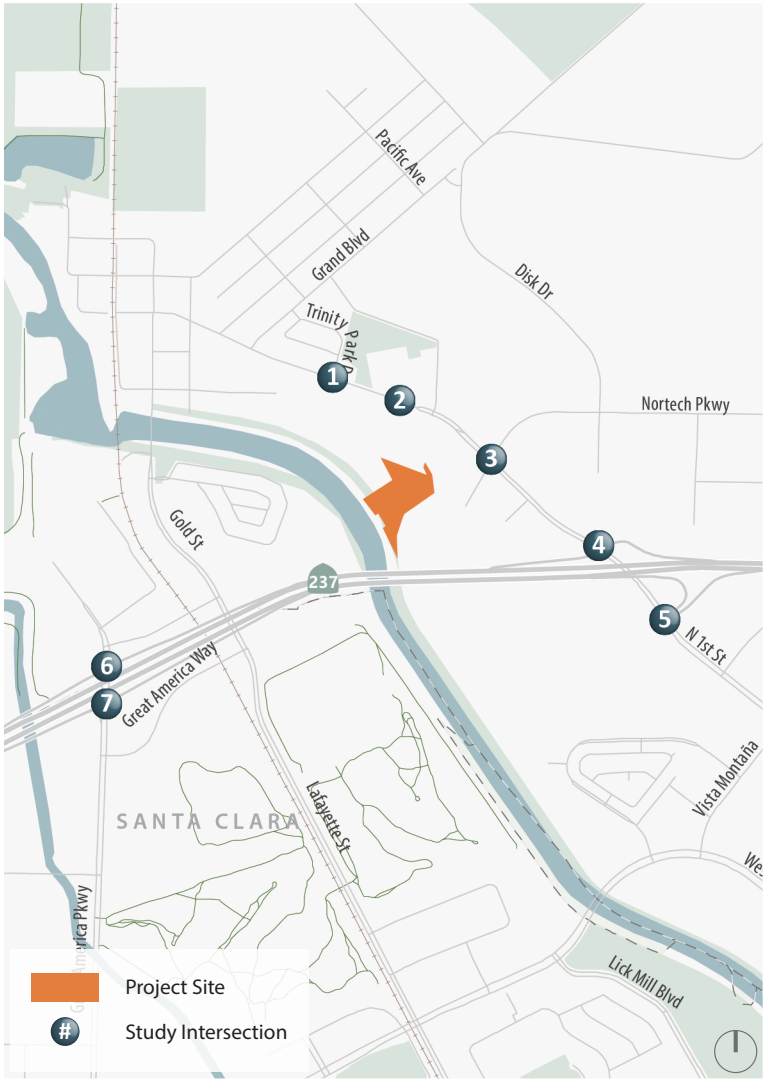


Figure 7

Project Trip Distribution





XX (YY) AM (PM) Peak Hour Traffic Volumes | Signalized Intersection | Stop Sign

Project Site | # Study Intersection | New Intersection with Project

Figure 8

Project Trip Assignment

4.6 Intersection Operations Analysis

Intersection operations analysis was conducted using the analysis methods described above. Each scenario is discussed in the following sections. Detailed operations calculation worksheets are provided in **Appendix D**.

4.6.1 Existing Conditions

Existing traffic volumes are shown on **Figure 9**. All study intersections operate at LOS C or better under Existing Conditions, as shown in **Table 7**.

Table 7: Existing Conditions Intersection Operations

Intersection	Control[1]	LOS Threshold[2]	Peak Hour	Average Delay[3]	LOS[4]
1. North First St & Trinity Park Dr	SSSC	D (San José)	AM PM	0.6 (10.6) 0.3 (11.1)	B (B) B (B)
2. North First St & Bay Vista Dr	SSSC	D (San José)	AM PM	Exists only with Project	
3. North First St & Nortech Pkwy	Signal	D (San José)	AM PM	11.8 18.6	B+ B-
4. North First St & SR 237 WB Ramps	Signal	E (CMP)	AM PM	18.2 17.8	B- B
5. North First St & SR 237 EB Ramps	Signal	E (CMP)	AM PM	26.1 22.3	C C+
6. Great America Pkwy & SR 237 WB Ramps	Signal	E (CMP)	AM PM	18.1 23.9	B- C
7. Great America Pkwy & SR 237 EB Ramps	Signal	E (CMP)	AM PM	12.8 10.4	B B+

Notes:
1. SSSC = side street stop-controlled; Signal = Signalized
2. LOS threshold is the minimum acceptable LOS (the threshold between acceptable and unacceptable level of service) by jurisdictional criteria.
3. Delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. Signalized intersection average control delay is calculated using weighted average delay of whole intersection. SSSC intersection average control delay is calculated for each stopped movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane.
4. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
Source: Fehr & Peers, July 2020.

4.6.2 Background Conditions

Background Conditions traffic volumes were developed by adding the City's ATI volumes to existing volumes, as shown on **Figure 10**. Background Plus Project volumes on **Figure 11** were developed by adding Project trip assignment volumes on **Figure 8** to Background volumes on **Figure 10**.

The approved Top Golf development is conditioned to install a traffic signal at the Trinity Park Drive & North First Street, which is currently side-street stop-controlled but will serve as the Top Golf development's main project access point once it is developed. Thus, under Background and Background Plus Project conditions the intersection of Trinity Park Drive & North First Street is assumed to be signal controlled.

Under Background No Project and Plus Project conditions, all intersections, except for the intersection North First Street and SR 237 Westbound Ramps, operate at acceptable levels. The intersection of North First Street and SR 237 Westbound Ramps operates at an unacceptable LOS F without and with the Project during the PM peak hour. Intersection operations under Background and Background Plus Project conditions are summarized in **Table 8**.

Table 8: Background Conditions Intersection Operations

Intersection	Control[1]	LOS Threshold[2]	Peak Hour	Background		Background Plus Project			
				Average Delay[3]	LOS[4]	Average Delay[3]	LOS[4]	Δ in Critical V/C[5]	Δ in Critical Delay[6]
1. North First St & Trinity Park Dr[7]	Signal	D (San José)	AM PM	16.8 18.6	B B-	17.8 19.7	B B-	0.021 0.024	0.1 0.2
2. North First St & Bay Vista Dr	SSSC	D (San José)	AM PM	Exists only with Project		0.5 (10.8) 0.6 (13.8)	B (B) B (B)	0.031 0.068	0.5 0.6
3. North First St & Nortech Pkwy	Signal	D (San José)	AM PM	21.8 38.0	C+ D+	21.8 39.4	C+ D	0.000 0.013	-0.2 1.7
4. North First St & SR 237 WB Ramps	Signal	E (CMP)	AM PM	27.0 **134.1**	C **F**	29.0 **140.2**	C **F**	0.019 **0.014**	3.1 **8.8**
5. North First St & SR 237 EB Ramps	Signal	E (CMP)	AM PM	38.8 35.5	D+ D+	39.9 37.3	D D+	0.007 0.009	1.4 3.0
6. Great America Pkwy & SR 237 WB Ramps	Signal	E (CMP)	AM PM	16.8 24.1	B C	16.8 24.1	B C	0.004 0.004	0.1 0.0
7. Great America Pkwy & SR 237 EB Ramps	Signal	E (CMP)	AM PM	14.6 13.8	B B	14.8 14.1	B B	0.006 0.006	0.2 0.2

Notes:
1. SSSC = side street stop-controlled; Signal = Signalized
2. LOS Threshold is the minimum acceptable LOS (the threshold between acceptable and unacceptable level of service) by jurisdictional criteria.
3. Delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. Signalized intersection average control

delay is calculated using weighted average delay of whole intersection. SSSC intersection average control delay is calculated for each stopped movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane.
4. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
5. Change in critical volume to capacity ratio between Background and Background Plus Project conditions.
6. Change in average critical movement delay between Background and Background Plus Project conditions.
7. Intersection is assumed to be signalized under Background Conditions based on TopGolf Project's conditions of approval.
Bold text indicates intersection operates at an unacceptable level of service. **Bold and underlined text** indicates an adverse effect.
Source: Fehr & Peers, July 2020.

4.6.3 Background Intersection Adverse Effects & Improvement Measures

Based on the criteria discussed above, the addition of Project trips in the PM peak hour at the intersection of North First Street & SR 237 WB Ramps would result in an adverse effect because the Project increases the V/C ratio by a value of 0.014 *and* increases critical delay by 8.8 seconds.

The adverse effect will be addressed by the Project paying its fair share of traffic impact fees (TIF) into the North San Jose Area Development Policy (NSJADP) based on Project PM peak hour trips traveling into the NSJADP. While the Project itself is not located within the boundaries of the NSJADP, based on the trip assignment presented in **Figure 8**, the project would generate 38 PM peak hour trips into and out of the NSJADP. The current fee is $18,725 per PM peak hour trip, as of July 1, 2021.

4.6.4 Peak Hour Signal Warrant Analysis

The peak hour volume signal warrant as described previously in section 4.3.2 was used to analyze unsignalized intersection operations at North First Street and Bay Vista Drive. Peak hour warrants were not met for either AM or PM peak hour conditions under the Background Plus Project scenario. Signal warrant worksheets are provided in **Appendix E.**

4.6.5 Left Turn Storage Analysis

The addition of Project traffic along the roadway network has the potential to add vehicles to left-turn movements such that the left-turn queues would exceed the turn pocket storage lengths. Queues that exceed the turn pocket storage length can impede through traffic movement along an approach. Potentially affected intersections were selected for this evaluation based on where the Project would add a minimum of 10 vehicles to a dedicated left-turn movement in at least one of the peak hours, which includes the following signalized intersections:

- Intersection 1: North First Street & Trinity Park Drive (Northbound left-turn pocket)
- Intersection 2: North First Street & Bay Vista Drive (Northbound left-turn pocket)
- Intersection 5: North First Street & SR 237 EB ramps (Southbound left-turn pocket)

- Intersection 7: Great America Parkway & SR 237 EB ramps (Eastbound left-turn pocket)

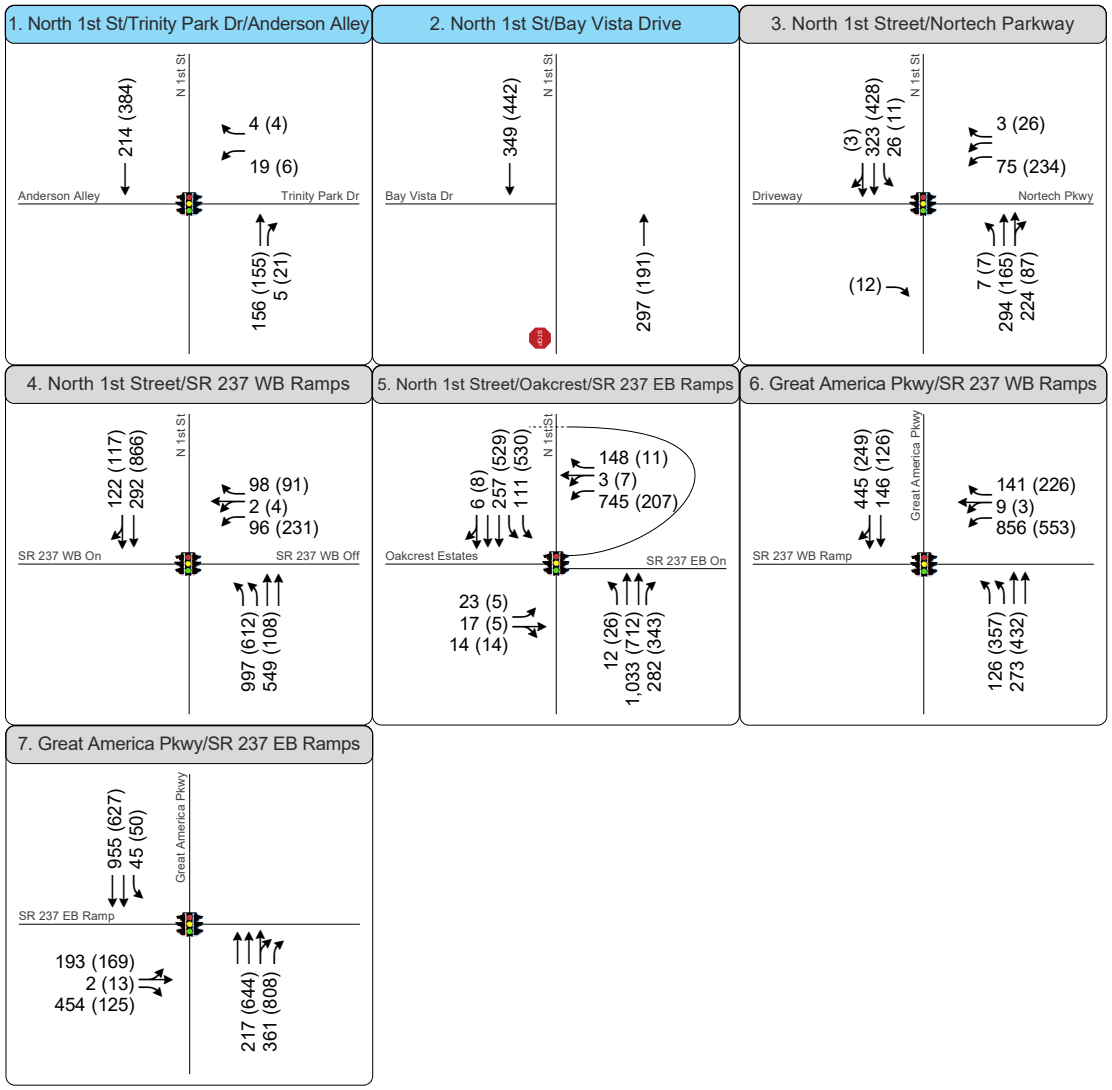
The 95th percentile queues from the TRAFFIX LOS analysis were used to evaluate the projected queues at the identified left-turn movements for the Background and Background Plus Project Conditions. The results of the left-turn queue analysis are presented in **Table 9**.

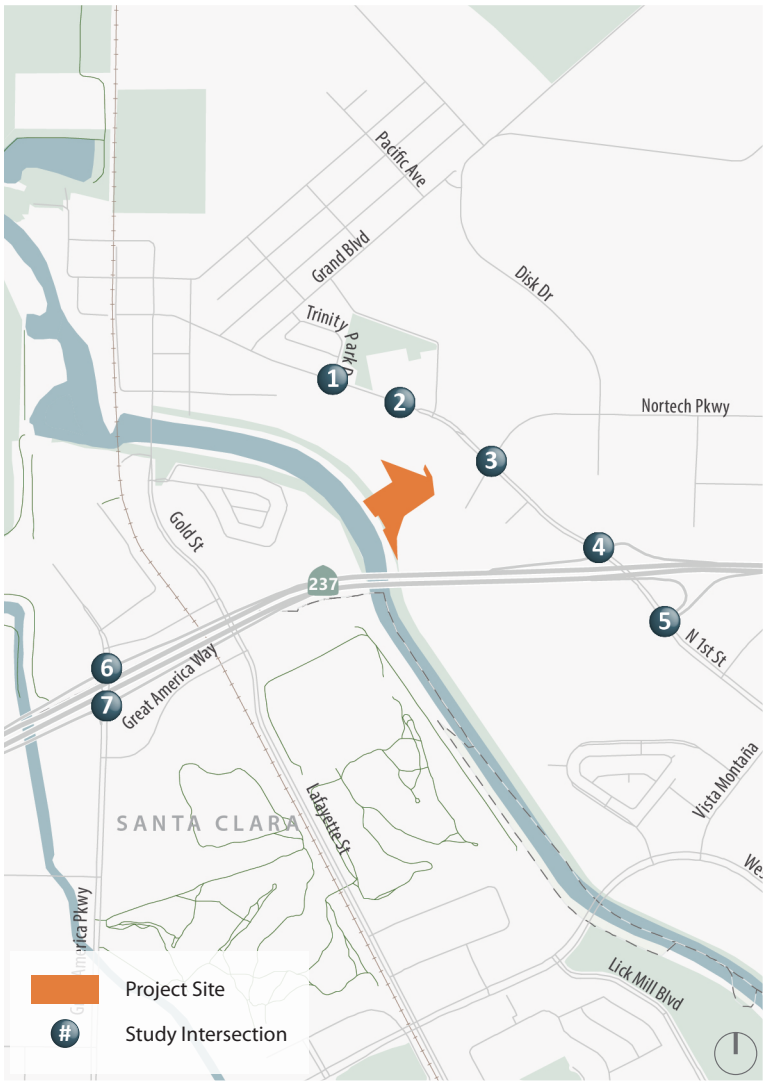
Table 9: Left-Turn Vehicle Queue Analysis

Intersection	Movement	Available Storage Length[1] (feet)	Peak Hour	Number of Project Trips Added	Projected Queue Length[2] (feet)	
					Background No Project	Background Plus Project
1. North First St/ Trinity Park Dr	NBL	200	AM PM	10 11	150 175	150 175
2. North First St/ Bay Vista Dr	NBL	120	AM PM	29 32	*Does not exist*	25 25
5. North First St/ SR 237 EB Ramps	SBL	240	AM PM	10 15	175 **525**	200 **550**
7. Great America Pkwy/ SR 237 EB Ramps	EBL	280	AM PM	8 9	250 250	275 250

Notes:
1. Maximum storage length for single lane. Where no pocket exists, the length of the left-turn lane is reported.
2. 95% queue length for single lane with longest queue. Assumes 25 feet per vehicle in queue.
Bold text indicates available storage is exceeded.
Source: Fehr & Peers, July 2020.

Under Background No Project conditions, the southbound left-turn pocket at the intersection of North First Street and SR 237 Eastbound Ramps exceeds the available storage length during the PM peak hour. The Project adds 15 trips at that movement, resulting in an addition of one car, or about 25 feet, to the 95th percentile left-turn vehicle queue. It should be noted that the queuing issue at this intersection is attributed primarily to other Background projects because the Project only adds fifteen trips to the southbound left-turn movement during the PM peak hour and the queue length already exceeds the storage capacity under Background No Project Conditions. There currently is not capacity to extend the current southbound left-turn pocket at the SR 237 Eastbound Ramps without shortening the northbound left-turn storage at the SR 237 westbound ramps.



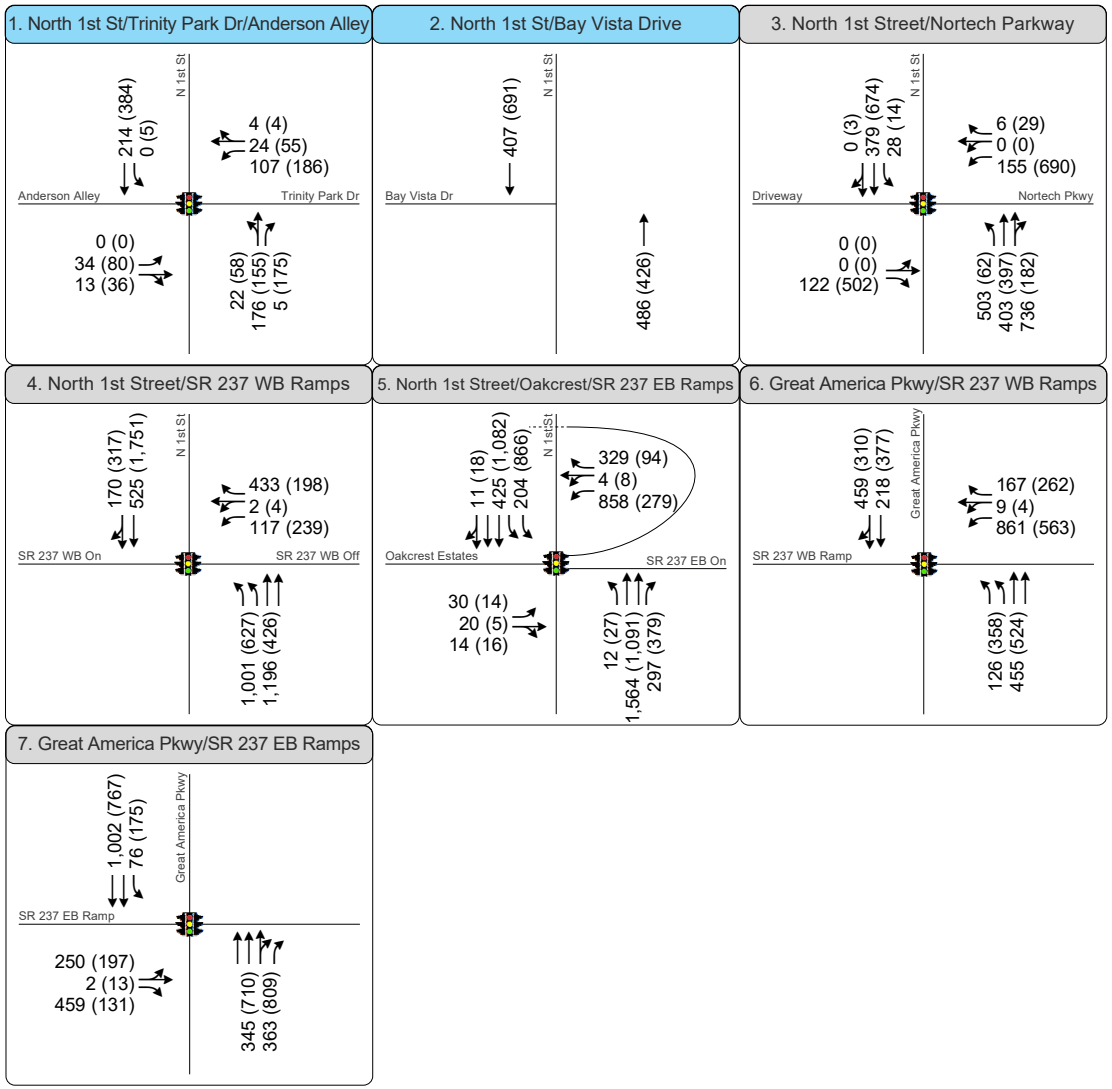


XX (YY) AM (PM) Peak Hour Traffic Volumes | Signalized Intersection | Stop Sign

Project Site | # Study Intersection | New Intersection with Project

Figure 9

Existing Conditions Peak Hour
Intersection Traffic Volumes, Lane Configurations and Traffic Controls



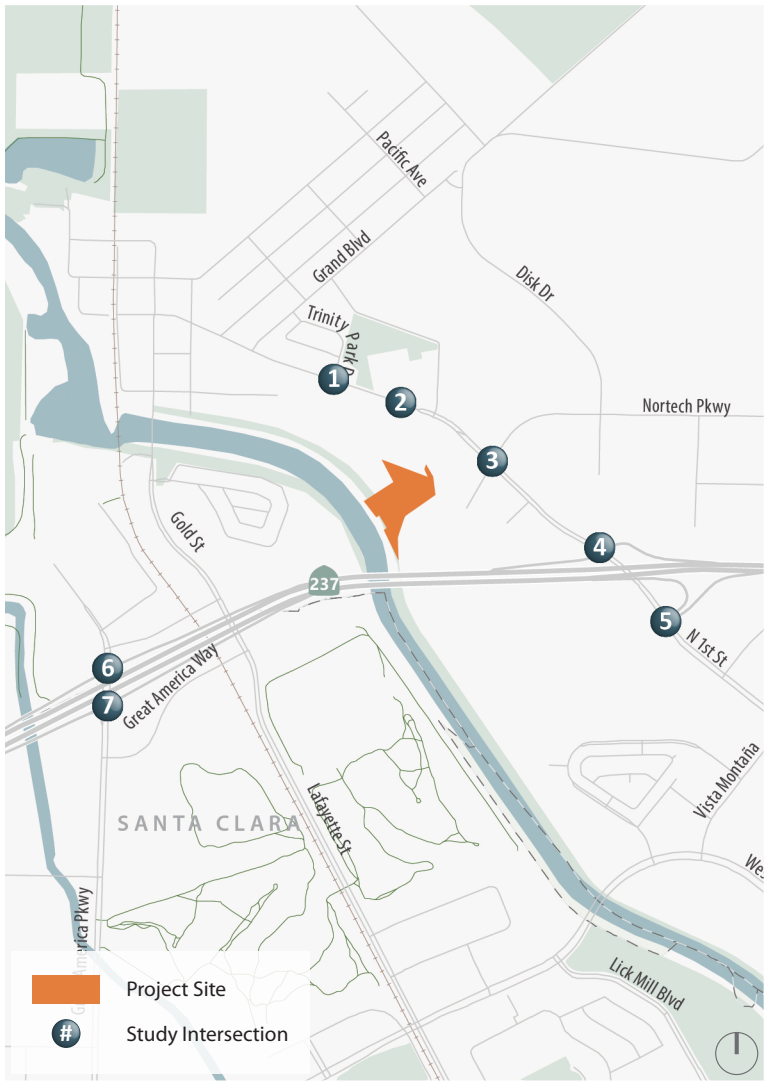
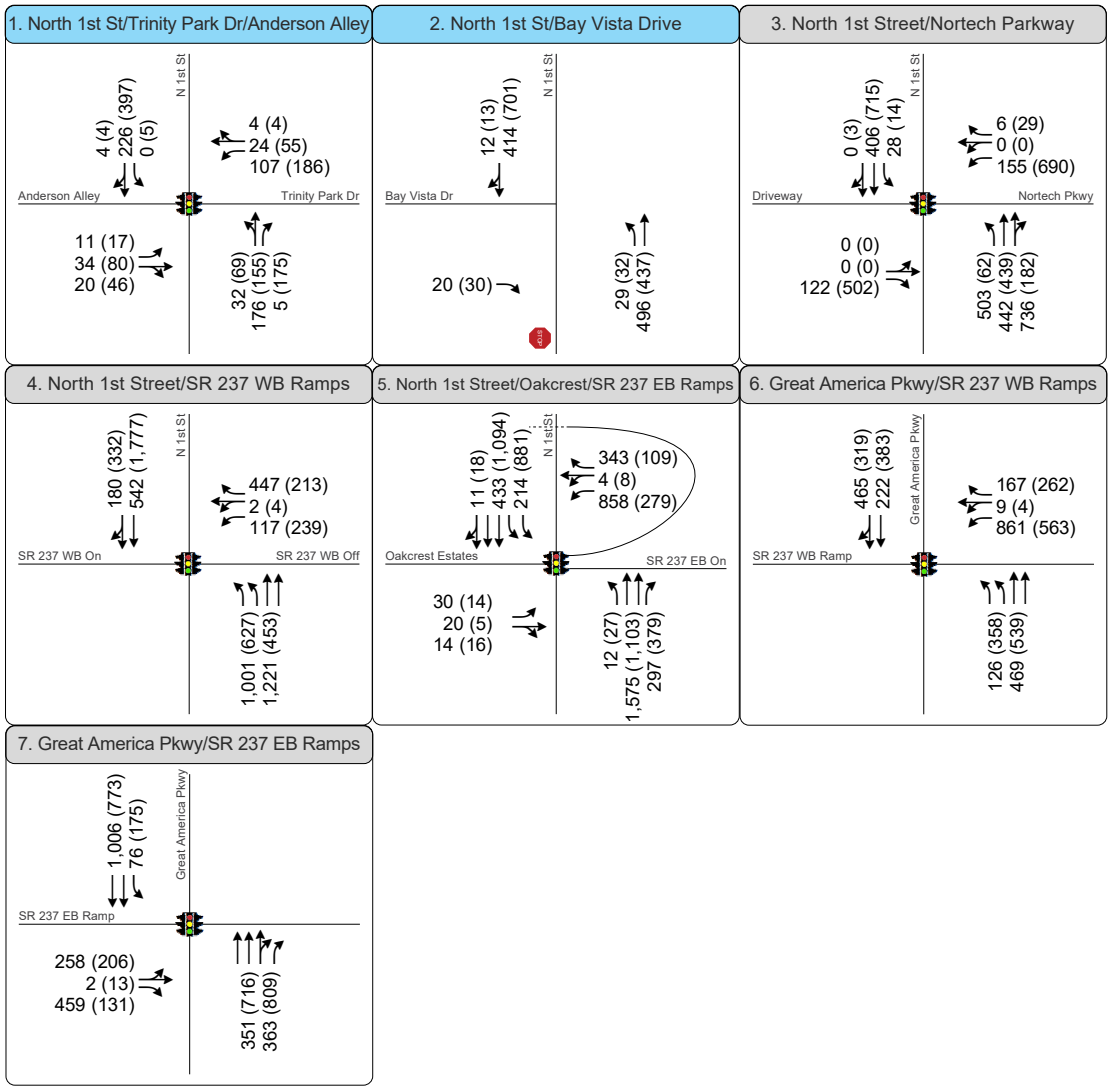


Figure 10

Background without Project Peak Hour Intersection Traffic Volumes, Lane Configurations and Traffic Controls



XX (YY) AM (PM) Peak Hour Traffic Volumes | Signalized Intersection | Stop Sign

Project Site | # Study Intersection | New Intersection with Project

Figure 11

Background with Project Peak Hour Intersection Traffic Volumes, Lane Configurations and Traffic Controls

4.7 Site Circulation and Access

4.7.1 Vehicle Access

Vehicle site access is provided via two driveways along North First Street at Trinity Park Drive and Bay Vista Drive. As noted under the Background discussion, the Trinity Park Drive intersection will be signalized with the future Top Golf development.

The Trinity Park Drive & North First Street intersection will provide full access to the site, while the Bay Vista Drive intersection provides a northbound left-turn into the Project site, but is designed not to allow left-turn movements exiting Bay Vista Drive. Any trips leaving the Project site and headed northbound on North First Street are therefore required to use the Trinity Park Drive & North First Street intersection. Our analysis reflects this assumption.

Vehicle access to the site is not provided at Moffat Street. This access is reserved for emergency vehicle use only.

4.7.2 Internal Vehicle Circulation

A detailed site plan showing dimensions is provided in **Appendix F**. The on-site circulation was reviewed in accordance with generally accepted traffic engineering standards. The network of interior roadways that connect to the Top Golf development provide access to the Project's main hotel building and parking garage. Interior roadway aisles are generally 26 feet in width and accommodate two-way traffic and access to 90-degree surface parking spaces. The site layout also provides continuous circulation through all the parking areas with no dead-end aisles. A passenger loading circle is provided near the hotel's entrance, with a capacity of approximately five queued vehicles at the passenger loading zone. Additionally, one ADA-accessible, one ADA van-accessible, and five standard parking stalls are provided at the loading circle. No valet services will be offered; guests will be required to self-park their vehicle in the on-site parking structure. Based on the passenger loading zone and available parking stalls at the loading circle, about 10 guests can check-in at the same time.

A trash pick-up and turning area is provided adjacent to the parking garage. Truck turning templates are provided to demonstrate the proposed garbage/recycling truck circulation. Overall, the on-site circulation is generally considered to be acceptable; however, below are some recommendations to enhance the proposed circulation:

- To delineate right-of-way, install side-street stop controls (including stop sign, legend, and bar) at all parking facility exits and internal intersections.
- Stripe garage ramps and Project driveways with double yellow centerline to delineate the separation of entering and exiting traffic.

- Designate an intended direction of flow/right of way for the passenger loading circle.
- The parking layout within the parking garage should avoid and modify perpendicular parking spaces at the end of the aisles (as illustrated below in Figure 12) so that drivers can back in and out of the space easily and to reduce vehicle-to-vehicle conflict.

Figure 12: Perpendicular Parking Layout to Avoid

4.7.3 Bicycle Access

Bicycle access to the Project site would be provided via North First Street, where bike lanes (Class II) facilities currently exist along the Project frontage. Cyclists travelling northbound on North First Street could use the unprotected left turn lane at Bay Vista Drive or continue to Trinity Park Drive to use the signalized intersection. Upon entering the Project site at the Bay Vista Drive driveway, a two-way path is provided along the east side of Bay Vista Drive. Within the Project site, the path continues and a raised crossing is provided across the Bay Vista Drive & Top Golf Drive intersection approaching the hotel. The path runs adjacent to the hotel and continues to the south, where access to the Guadalupe River Trail is provided. Other than the Top Golf Drive internal roadway, bicycle facilities connecting the approved Top Golf development and the Project are not apparent. Bicycles accessing the site via the North First Street & Trinity Park – Anderson Alley intersection would utilize the Anderson Alley and Top Golf Drive internal roadways, as dedicated bicycle facility connections are not shown between Anderson Alley and the Project site until the raised crossing previously mentioned at the Bay Vista Drive & Top Golf Drive intersection.

4.7.4 Pedestrian Access

Pedestrian access is provided via the same path described in the bicycle access section above and can be accessed via existing sidewalk connections along North First Street. Within the Project site, sidewalks provide hotel access to and from the parking garage and surface parking areas. Pedestrian facilities connecting the approved Top Golf development and the Project are not apparent.

4.7.5 Emergency Access

A proposed Fire Access Plan was included as an attachment to the Site Plan and is provided in **Appendix G.** Access for emergency vehicles is provided via the two Project driveways along North First Street (Anderson Alley and Bay Vista Drive), as well as via Moffat Street. The plan provides emergency vehicle turning movements that demonstrate adequate circulation of fire trucks and larger vehicles (i.e. delivery trucks) through the site's internal roadways. Also shown on the Fire Access Plan are removable bollards to allow larger trucks access to the EVA/trail connection.

4.8 Parking

The Project proposes to include a surface parking lot with 27 spaces at the northeastern corner of the site and a four-story parking garage with 209 spaces, for a total of 236 parking spaces. Of the total 236 parking spaces, 19 spaces will be designated for clean air vehicles and nine spaces will be ADA parking spaces. The site plan shows 6 short-term bike parking spaces, and 20 long-term bike parking spaces are also proposed on the first floor of the parking garage. A comparison of Project proposed parking supply and City required parking minimums is presented in **Table 10** and discussed below.

4.8.1 Vehicle Parking

The City's vehicle parking requirement for a hotel is a minimum of one space per room, plus one space per employee. A site providing over 200 spaces must designate at least 8 percent of the total number of vehicle spaces for any combination of low-emitting, fuel efficient, and carpool or van pool vehicles. The minimum number of required ADA parking spaces for a site providing between 201 and 300 spaces is at least seven ADA spaces, including one van accessible space.

Based on the City's parking requirements, the Project provides sufficient total vehicle parking spaces and clean air spaces, as well as a surplus of two ADA parking spaces.

Table 10: Project Parking Supply Surplus/Deficit

	Total Vehicle Spaces		Clean Air Spaces	ADA Spaces	Bicycle Parking	
Project Parking Supply						
Project Total	**236**		**19**	**9**	**26**	
City Minimum Parking Requirements						
City Rate	*1 space per room*	*1 space per employee*	*8% of total parking spaces*	*7 spaces (including 1 van accessible) for 201-300 total number of parking spaces*	*1 space per hotel*	*1 space per ten guest rooms*
Quantity	*215 rooms*	*20 employees*	*235 total spaces*	*235 total spaces*	*1 hotel*	*215 rooms*
Subtotal	*215*	*20*	*19*	*7*	*1*	*22*
Total Required	**235**		**19**	**7**	**23**	
Project Supply Surplus/Deficit (Project Parking Supply – City Minimum Parking Requirements)						
Surplus/Deficit[1]	**1**		**0**	**2**	**3**	

Note:
1. Number in parentheses is negative and indicates parking supply deficit.
Fehr & Peers, July 2020.

4.8.2 Bicycle Parking

The City's bicycle parking requirement for a hotel is one space, plus one space per ten guest rooms. Of the minimum required bicycle parking, 20 percent must be long-term bicycle parking facilities and 80 percent short-term bicycle parking facilities. Long-term bicycle parking facilities, as described by the City, are secure bicycle facilities that fully enclose and protect bicycles and may include:

- A covered, access-controlled enclosure such as a fenced and gated area with short-term parking facilities;
- An access-controlled room with short-term bicycle parking facilities; and
- Individual bicycle lockers that securely enclose one bicycle per locker.

Short-term bicycle parking facilities, as described by the City, are bicycle facilities accessible and usable by visitors, guests, or business patrons and may include:

- Permanently anchored bicycle racks;
- Covered, lockable enclosures with permanently anchored racks for bicycles;
- Lockable bicycle rooms with permanently anchored racks; and
- Lockable, permanently anchored bicycle lockers.

The City requires a minimum of 23 bicycle parking spaces for the Project land use and size, including 20 percent (5 spaces) long-term bicycle parking facilities and 80 percent (18 spaces) short-term bicycle parking

facilities. The Project currently proposes 6 short-term bike parking spaces, and 20 long-term. The Project meets the requirement for long-term bike parking but will need to designate at least 12 additional short-term parking spaces.

5. Conclusions

The results of the transportation analysis for the proposed Alviso Hotel development are:

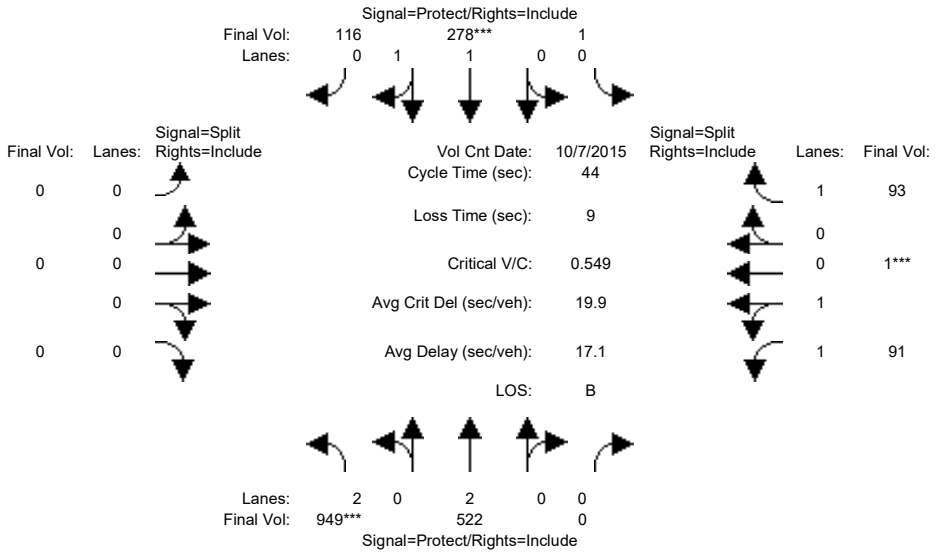
- The Project has been deemed to meet the City's screening criteria for a VMT analysis exemption, and is therefore "expected to result in less-than-significant VMT impacts based on project description, characteristics, and/or location."
- The Project is consistent with the *Envision San José 2040 General Plan* land use and transportation policies, such as developing on vacant land, providing affordable housing with access to surrounding commercial and retail establishments within a half mile, and encouraging transit use by providing transit passes to residents.
- The addition of Project trips would result in an adverse effect at the intersection of North First Street and SR 237 Westbound Ramps during the PM peak hour. The adverse effect will be addressed by the Project paying its fair share of traffic impact fees TIF) into the North San Jose Area Development Policy (NSJADP) based on 26 Project PM peak hour trips traveling into the NSJADP.
- The parking should avoid and modify perpendicular parking spaces at the end of the aisles so drivers can back in and out of the space easily and to reduce vehicle-to-vehicle conflict.
- To delineate right-of-way, side-street stop controls (including stop sign, legend, and bar) should be installed at all parking facility exists and internal intersections.
- To delineate the separation of entering and exiting traffic, garage ramps and Project driveways should be striped with double yellow centerline.
- The total vehicle parking supply meets City minimum requirements.
- The ADA parking supply exceeds City minimum requirements by two spaces.
- The long-term bicycle parking supply exceeds City requirements while the Project would need to provide an additional 12 short-term bicycle parking supply to meet City minimum requirements.

Appendix A: Transportation Counts

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3026: 237/FIRST (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Oct 2015 << 7:45-8:45												
Base Vol:	949	522	0	1	278	116	0	0	0	91	1	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	949	522	0	1	278	116	0	0	0	91	1	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	949	522	0	1	278	116	0	0	0	91	1	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	949	522	0	1	278	116	0	0	0	91	1	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	949	522	0	1	278	116	0	0	0	91	1	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	949	522	0	1	278	116	0	0	0	91	1	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.01	1.41	0.58	0.00	0.00	0.00	1.98	0.02	1.00
Final Sat.:	3150	3800	0	9	2534	1057	0	0	0	3511	39	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.14	0.00	0.11	0.11	0.11	0.00	0.00	0.00	0.03	0.03	0.05
Crit Moves:	****				****						****	
Green Time:	15.0	16.9	0.0	8.1	10.0	10.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.88	0.36	0.00	0.59	0.48	0.48	0.00	0.00	0.00	0.11	0.11	0.23
Delay/Veh:	22.5	9.9	0.0	17.9	15.2	15.2	0.0	0.0	0.0	13.5	13.5	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	9.9	0.0	17.9	15.2	15.2	0.0	0.0	0.0	13.5	13.5	14.2
LOS by Move:	C+	A	A	B	B	B	A	A	A	B	B	B
HCM2kAvgQ:	12	3	0	4	3	3	0	0	0	1	1	1

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

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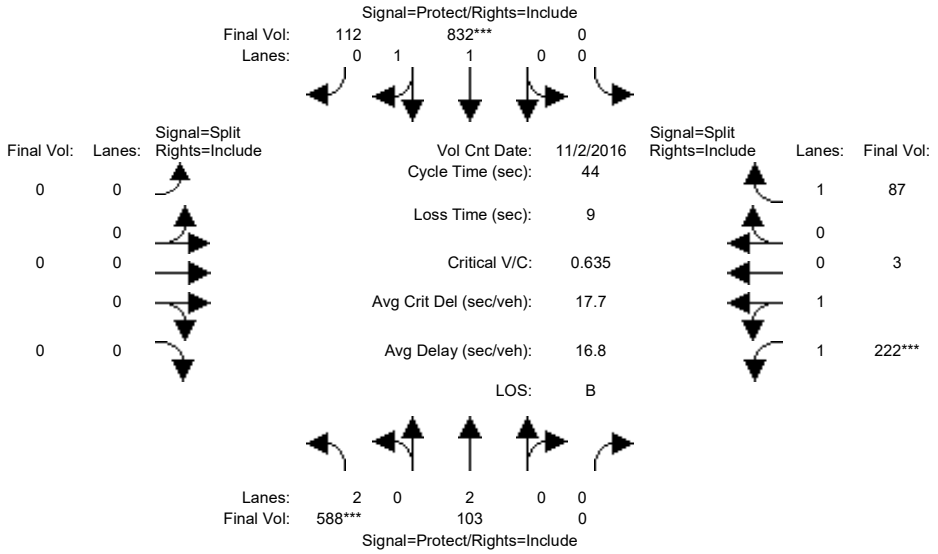
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3026: 237/FIRST (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Nov 2016 << 5:00-6:00												
Base Vol:	588	103	0	0	832	112	0	0	0	222	3	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	588	103	0	0	832	112	0	0	0	222	3	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	588	103	0	0	832	112	0	0	0	222	3	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	588	103	0	0	832	112	0	0	0	222	3	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	588	103	0	0	832	112	0	0	0	222	3	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	588	103	0	0	832	112	0	0	0	222	3	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.76	0.24	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	3261	439	0	0	0	3503	47	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.03	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.06	0.06	0.05
Crit Moves:	****				****					****		
Green Time:	10.6	25.0	0.0	0.0	14.4	14.4	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.78	0.05	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.28	0.28	0.22
Delay/Veh:	20.8	4.2	0.0	0.0	16.6	16.6	0.0	0.0	0.0	14.2	14.2	14.1
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:	20.8	4.2	0.0	0.0	16.6	16.6	0.0	0.0	0.0	14.2	14.2	14.1
LOS by Move:	C+	A	A	A	B	B	A	A	A	B	B	B
HCM2kAvgQ:	7	0	0	0	8	8	0	0	0	2	2	1

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

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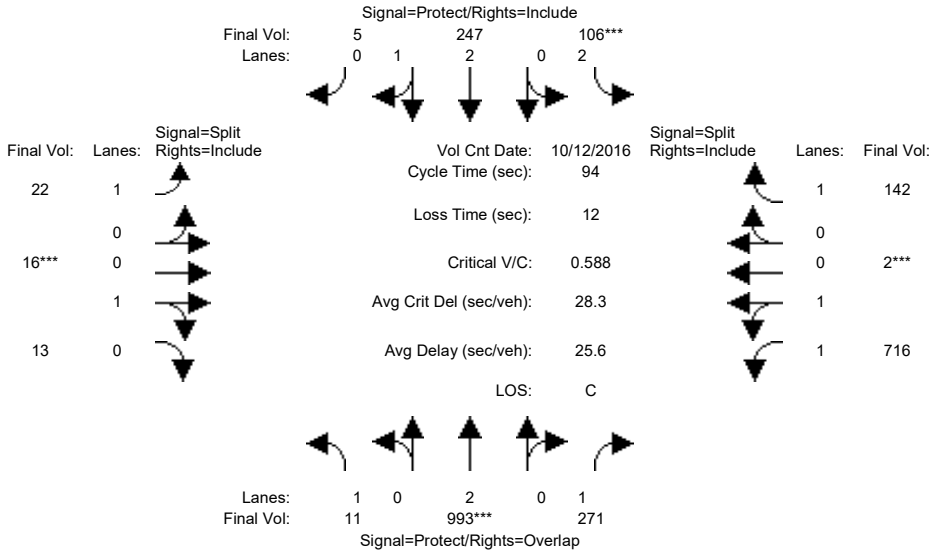
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3027: 237/FIRST (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:50-8:50												
Base Vol:	11	993	271	106	247	5	22	16	13	716	2	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	993	271	106	247	5	22	16	13	716	2	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	993	271	106	247	5	22	16	13	716	2	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	993	271	106	247	5	22	16	13	716	2	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	993	271	106	247	5	22	16	13	716	2	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	993	271	106	247	5	22	16	13	716	2	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.94	0.06	1.00	0.55	0.45	1.99	0.01	1.00
Final Sat.:	1750	3800	1750	3150	5489	111	1750	993	807	3540	10	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.15	0.03	0.05	0.05	0.01	0.02	0.02	0.20	0.20	0.08
Crit Moves:		****		****				****			****	
Green Time:	18.0	36.6	65.0	7.0	25.7	25.7	10.0	10.0	10.0	28.4	28.4	28.4
Volume/Cap:	0.03	0.67	0.22	0.45	0.16	0.16	0.12	0.15	0.15	0.67	0.67	0.27
Delay/Veh:	31.0	24.9	5.4	43.0	26.1	26.1	38.3	38.5	38.5	30.4	30.4	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	24.9	5.4	43.0	26.1	26.1	38.3	38.5	38.5	30.4	30.4	25.2
LOS by Move:	C	C	A	D	C	C	D+	D+	D+	C	C	C
HCM2kAvgQ:	0	13	3	2	2	2	1	1	1	11	11	3

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

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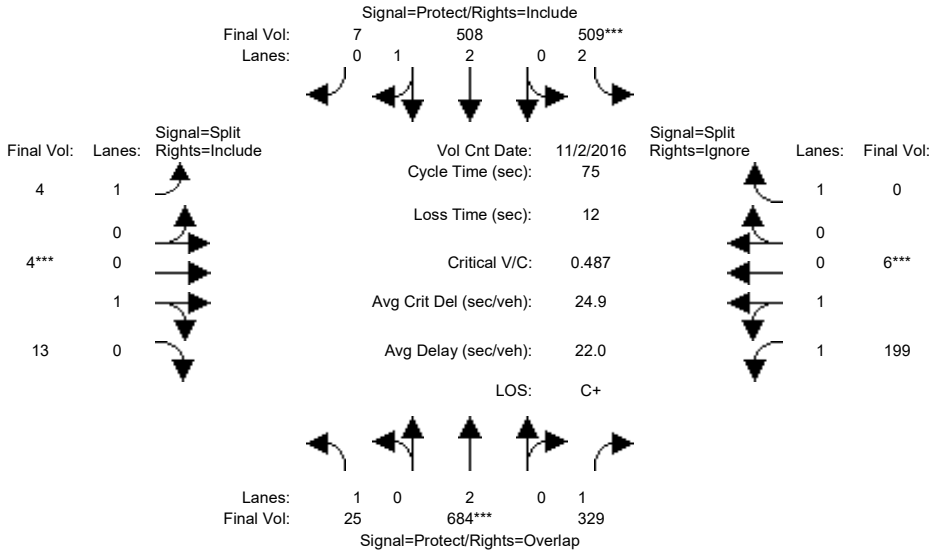
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3027: 237/FIRST (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Nov 2016 << 5:00-6:00												
Base Vol:	25	684	329	509	508	7	4	4	13	199	6	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	684	329	509	508	7	4	4	13	199	6	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	684	329	509	508	7	4	4	13	199	6	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	25	684	329	509	508	7	4	4	13	199	6	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	684	329	509	508	7	4	4	13	199	6	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	25	684	329	509	508	7	4	4	13	199	6	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.96	0.04	1.00	0.24	0.76	1.94	0.06	1.00
Final Sat.:	1750	3800	1750	3150	5524	76	1750	424	1376	3446	104	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.19	0.16	0.09	0.09	0.00	0.01	0.01	0.06	0.06	0.00
Crit Moves:		****		****				****			****	
Green Time:	17.7	22.7	32.7	20.3	25.3	25.3	10.0	10.0	10.0	10.0	10.0	0.0
Volume/Cap:	0.06	0.60	0.43	0.60	0.27	0.27	0.02	0.07	0.07	0.43	0.43	0.00
Delay/Veh:	22.3	23.1	15.1	24.9	18.2	18.2	28.3	28.6	28.6	30.5	30.5	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:	22.3	23.1	15.1	24.9	18.2	18.2	28.3	28.6	28.6	30.5	30.5	0.0
LOS by Move:	C+	C	B	C	B-	B-	C	C	C	C	C	A
HCM2kAvgQ:	1	7	6	7	3	3	0	0	0	3	3	0

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

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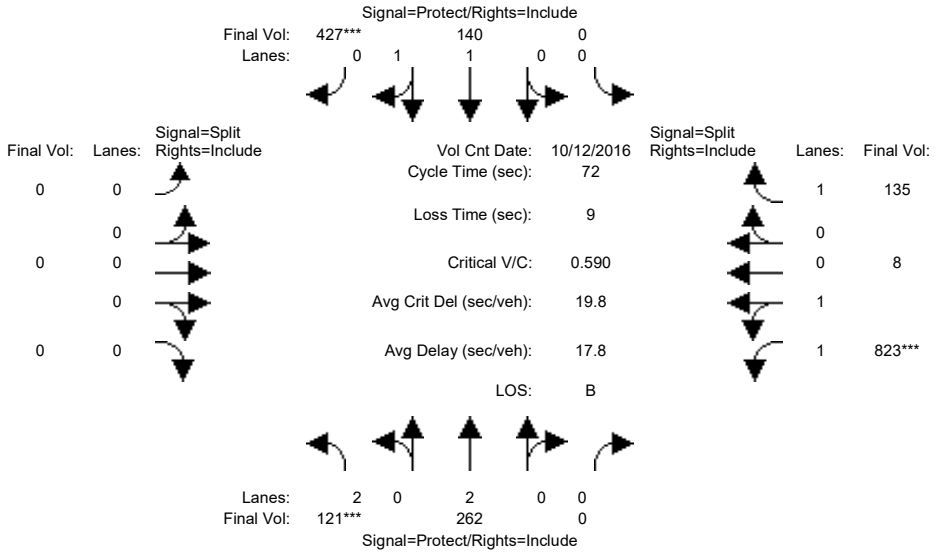
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3028: 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:55-8:55												
Base Vol:	121	262	0	0	140	427	0	0	0	823	8	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	262	0	0	140	427	0	0	0	823	8	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	262	0	0	140	427	0	0	0	823	8	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	262	0	0	140	427	0	0	0	823	8	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	262	0	0	140	427	0	0	0	823	8	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	262	0	0	140	427	0	0	0	823	8	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.98	0.02	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3516	34	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.07	0.24	0.00	0.00	0.00	0.23	0.23	0.08
Crit Moves:	****					****				****		
Green Time:	7.0	35.6	0.0	0.0	28.6	28.6	0.0	0.0	0.0	27.4	27.4	27.4
Volume/Cap:	0.40	0.14	0.00	0.00	0.19	0.61	0.00	0.00	0.00	0.61	0.61	0.20
Delay/Veh:	31.4	9.9	0.0	0.0	14.2	18.6	0.0	0.0	0.0	18.9	18.9	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:	31.4	9.9	0.0	0.0	14.2	18.6	0.0	0.0	0.0	18.9	18.9	15.1
LOS by Move:	C	A	A	A	B	B-	A	A	A	B-	B-	B
HCM2kAvgQ:	2	2	0	0	2	9	0	0	0	9	9	2

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

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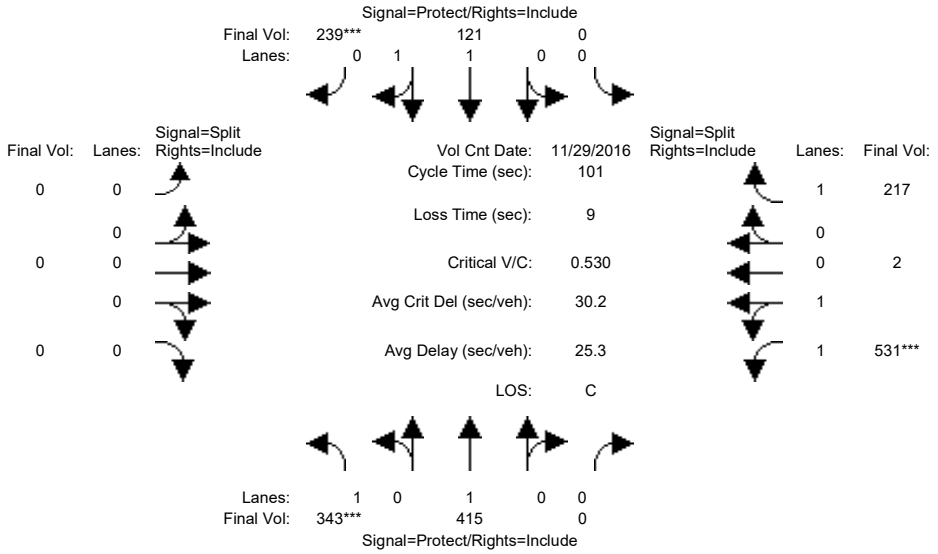
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3028: 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Nov 2016 << 5:00-6:00												
Base Vol:	343	415	0	0	121	239	0	0	0	531	2	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	415	0	0	121	239	0	0	0	531	2	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	415	0	0	121	239	0	0	0	531	2	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	343	415	0	0	121	239	0	0	0	531	2	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	415	0	0	121	239	0	0	0	531	2	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	343	415	0	0	121	239	0	0	0	531	2	217
Saturation Flow 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	0.93	0.95	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	1750	1900	0	0	1900	1750	0	0	0	3537	13	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.22	0.00	0.00	0.06	0.14	0.00	0.00	0.00	0.15	0.15	0.12
Crit Moves:	****					****				****		
Green Time:	37.4	63.4	0.0	0.0	26.0	26.0	0.0	0.0	0.0	28.6	28.6	28.6
Volume/Cap:	0.53	0.35	0.00	0.00	0.25	0.53	0.00	0.00	0.00	0.53	0.53	0.44
Delay/Veh:	25.8	9.1	0.0	0.0	29.8	33.0	0.0	0.0	0.0	31.1	31.1	30.2
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:	25.8	9.1	0.0	0.0	29.8	33.0	0.0	0.0	0.0	31.1	31.1	30.2
LOS by Move:	C	A	A	A	C	C-	A	A	A	C	C	C
HCM2kAvgQ:	9	6	0	0	3	7	0	0	0	8	8	6

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

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City of San Jose
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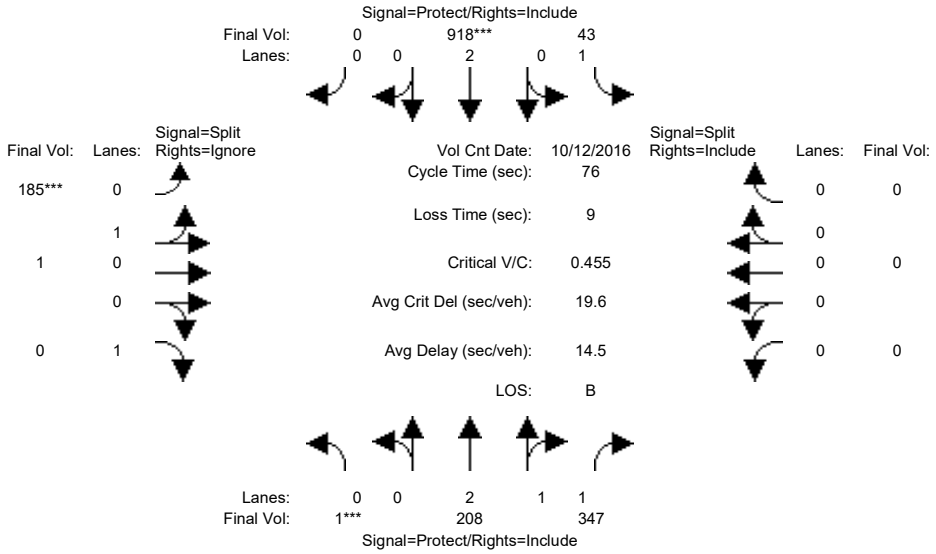
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3029: 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 8:00-9:00												
Base Vol:	1	208	347	43	918	0	185	1	436	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	208	347	43	918	0	185	1	436	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	208	347	43	918	0	185	1	436	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1	208	347	43	918	0	185	1	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	208	347	43	918	0	185	1	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1	208	347	43	918	0	185	1	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.94	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.01	1.99	2.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	18	3715	3560	1750	3800	0	1790	10	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.10	0.02	0.24	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	9.4	29.3	29.3	20.5	40.4	0.0	17.3	17.3	0.0	0.0	0.0	0.0
Volume/Cap:	0.45	0.15	0.25	0.09	0.45	0.00	0.45	0.45	0.00	0.00	0.00	0.00
Delay/Veh:	31.2	15.2	16.0	20.9	11.2	0.0	26.1	26.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	15.2	16.0	20.9	11.2	0.0	26.1	26.1	0.0	0.0	0.0	0.0
LOS by Move:	C	B	B	C+	B+	A	C	C	A	A	A	A
HCM2kAvgQ:	3	2	3	1	7	0	4	4	0	0	0	0

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

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City of San Jose
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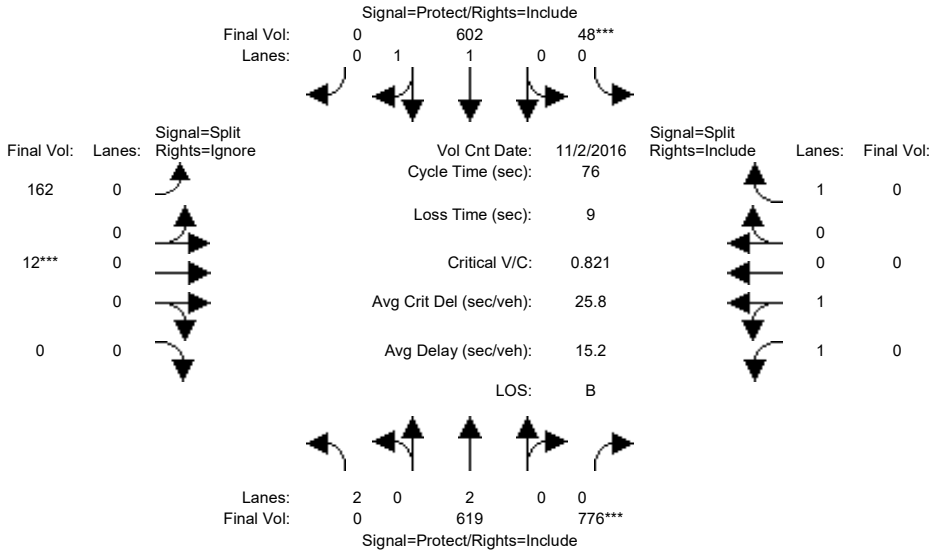
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3029: 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Nov 2016 << 4:45-5:45												
Base Vol:	0	619	776	48	602	0	162	12	120	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	619	776	48	602	0	162	12	120	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	619	776	48	602	0	162	12	120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	619	776	48	602	0	162	12	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	619	776	48	602	0	162	12	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	619	776	48	602	0	162	12	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	0.15	1.85	0.00	0.93	0.07	0.00	1.00	1.00	1.00
Final Sat.:	3150	1900	1750	266	3334	0	1629	121	0	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.44	0.18	0.18	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	40.5	40.5	16.5	57.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.61	0.83	0.83	0.24	0.00	0.76	0.76	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.8	18.6	36.0	2.9	0.0	45.1	45.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.8	18.6	36.0	2.9	0.0	45.1	45.1	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B-	D+	A	A	D	D	A	A	A	A
HCM2kAvgQ:	0	11	19	10	3	0	6	6	0	0	0	0

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

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City of San Jose
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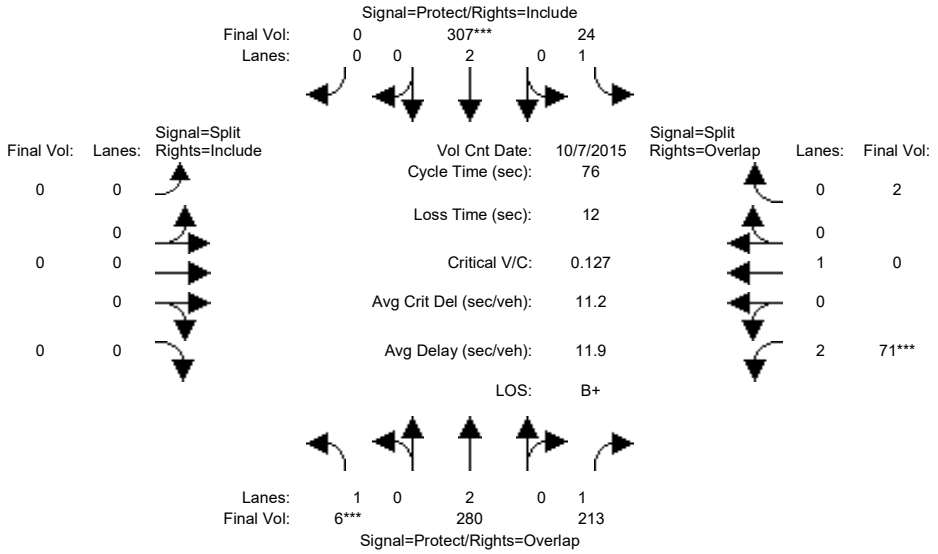
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3994: FIRST/NORTECH



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Oct 2015 << 7:30-8:30												
Base Vol:	6	280	213	24	307	0	0	0	0	71	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	280	213	24	307	0	0	0	0	71	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	280	213	24	307	0	0	0	0	71	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	280	213	24	307	0	0	0	0	71	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	280	213	24	307	0	0	0	0	71	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	280	213	24	307	0	0	0	0	71	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	0	0	0	0	3150	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.12	0.01	0.08	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	7.0	30.3	42.8	21.2	44.6	0.0	0.0	0.0	0.0	12.4	0.0	33.7
Volume/Cap:	0.04	0.18	0.22	0.05	0.14	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Delay/Veh:	31.5	14.9	8.4	20.0	7.1	0.0	0.0	0.0	0.0	27.3	0.0	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	14.9	8.4	20.0	7.1	0.0	0.0	0.0	0.0	27.3	0.0	11.8
LOS by Move:	C	B	A	C+	A	A	A	A	A	C	A	B+
HCM2kAvgQ:	0	2	3	0	2	0	0	0	0	1	0	0

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

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City of San Jose
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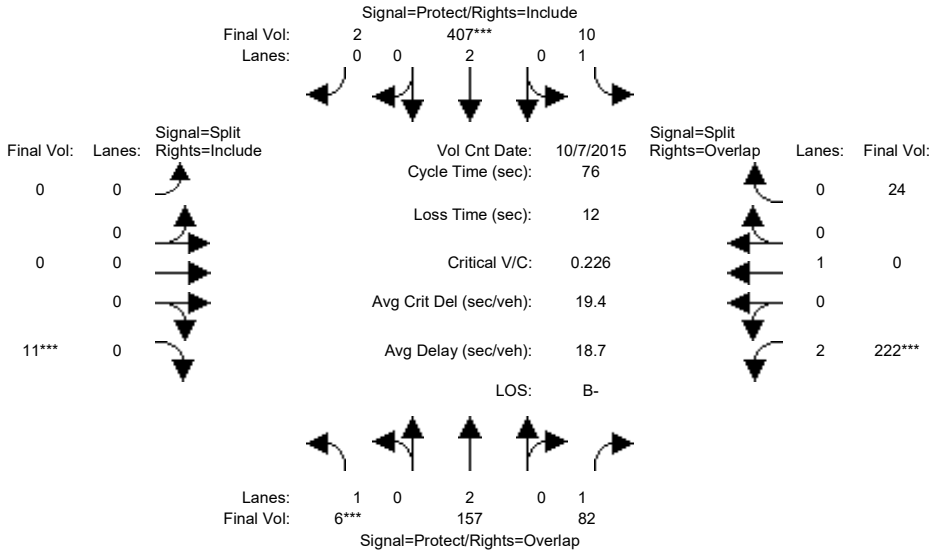
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3994: FIRST/NORTECH



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Oct 2015 << 5:00-6:00												
Base Vol:	6	157	82	10	407	2	0	0	11	222	0	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	157	82	10	407	2	0	0	11	222	0	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	157	82	10	407	2	0	0	11	222	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	157	82	10	407	2	0	0	11	222	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	157	82	10	407	2	0	0	11	222	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	157	82	10	407	2	0	0	11	222	0	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.00	0.00	1.00	2.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3682	18	0	0	1750	3150	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.05	0.01	0.11	0.11	0.00	0.00	0.01	0.07	0.00	0.01
Crit Moves:	****				****				****	****		
Green Time:	7.0	21.0	39.3	14.7	28.7	28.7	0.0	0.0	10.0	18.3	0.0	33.0
Volume/Cap:	0.04	0.15	0.09	0.03	0.29	0.29	0.00	0.00	0.05	0.29	0.00	0.03
Delay/Veh:	31.5	20.8	9.3	24.9	16.7	16.7	0.0	0.0	28.9	23.8	0.0	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	20.8	9.3	24.9	16.7	16.7	0.0	0.0	28.9	23.8	0.0	12.3
LOS by Move:	C	C+	A	C	B	B	A	A	C	C	A	B
HCM2kAvgQ:	0	1	1	0	4	4	0	0	0	3	0	0

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

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City of San Jose
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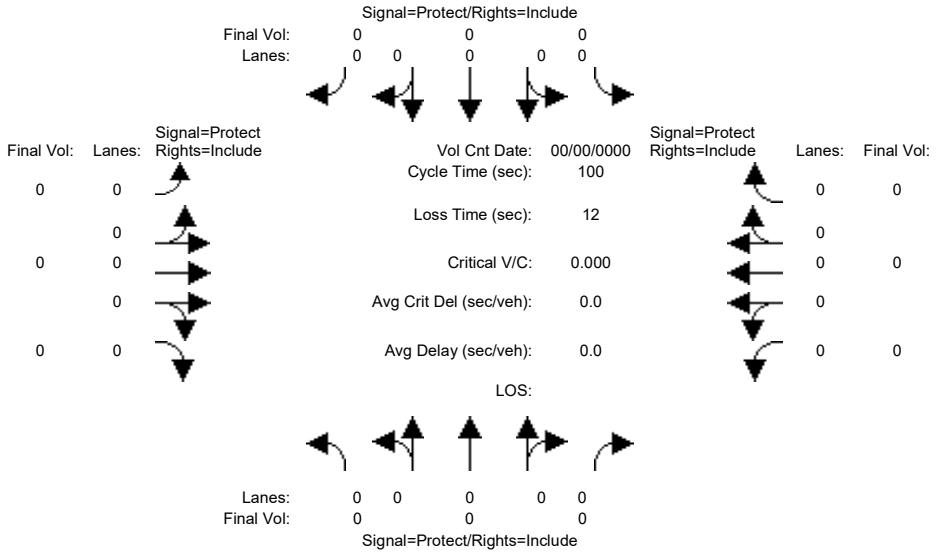
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #4131: FIRST/TRINITY PARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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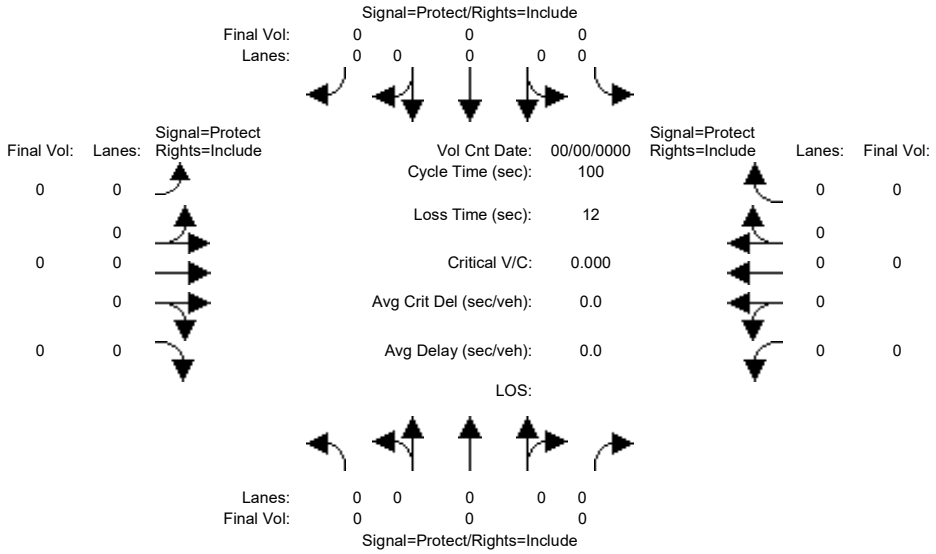
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #4131: FIRST/TRINITY PARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 0 << 0												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 2AM FINAL
Site Code : 00000002
Start Date : 2/25/2016
Page No : 1

Groups Printed- Vehicles

	TRINITY PARK DR Southbound					N 1ST ST Westbound					Northbound					N 1ST ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	3	2	5	0	18	0	0	18	0	0	0	0	0	0	32	0	0	32	55
07:15 AM	1	0	4	1	6	1	19	0	0	20	0	0	0	0	0	0	31	1	0	32	58
07:30 AM	1	0	8	4	13	0	34	0	0	34	0	0	0	0	0	0	52	0	0	52	99
07:45 AM	2	0	5	1	8	1	41	0	0	42	0	0	0	0	0	0	60	0	0	60	110
Total	4	0	20	8	32	2	112	0	0	114	0	0	0	0	0	0	175	1	0	176	322
08:00 AM	0	0	1	3	4	0	39	0	0	39	0	0	0	0	0	0	39	0	0	39	82
08:15 AM	0	0	4	0	4	3	34	0	0	37	0	0	0	0	0	0	52	0	0	52	93
08:30 AM	0	0	2	2	4	6	59	0	0	65	0	0	0	0	0	0	28	0	0	28	97
08:45 AM	0	0	1	2	3	1	29	0	0	30	0	0	0	0	0	0	31	0	0	31	64
Total	0	0	8	7	15	10	161	0	0	171	0	0	0	0	0	0	150	0	0	150	336
Grand Total	4	0	28	15	47	12	273	0	0	285	0	0	0	0	0	0	325	1	0	326	658
Apprch %	8.5	0	59.6	31.9		4.2	95.8	0	0		0	0	0	0		0	99.7	0.3	0		
Total %	0.6	0	4.3	2.3	7.1	1.8	41.5	0	0	43.3	0	0	0	0	0	0	49.4	0.2	0	49.5	

	TRINITY PARK DR Southbound				N 1ST ST Westbound				Northbound				N 1ST ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	**8**	**9**	0	34	0	34	0	0	0	0	0	52	0	52	95
07:45 AM	**2**	0	5	7	1	**41**	0	**42**	0	0	0	0	0	**60**	0	**60**	**109**
08:00 AM	0	0	1	1	0	39	0	39	0	0	0	0	0	39	0	39	79
08:15 AM	0	0	4	4	**3**	34	0	37	0	0	0	0	0	52	0	52	93
Total Volume	3	0	18	21	4	148	0	152	0	0	0	0	0	203	0	203	376
% App. Total	14.3	0	85.7		2.6	97.4	0		0	0	0		0	100	0		
PHF	.375	.000	.563	.583	.333	.902	.000	.905	.000	.000	.000	.000	.000	.846	.000	.846	.862

Traffic Data Service

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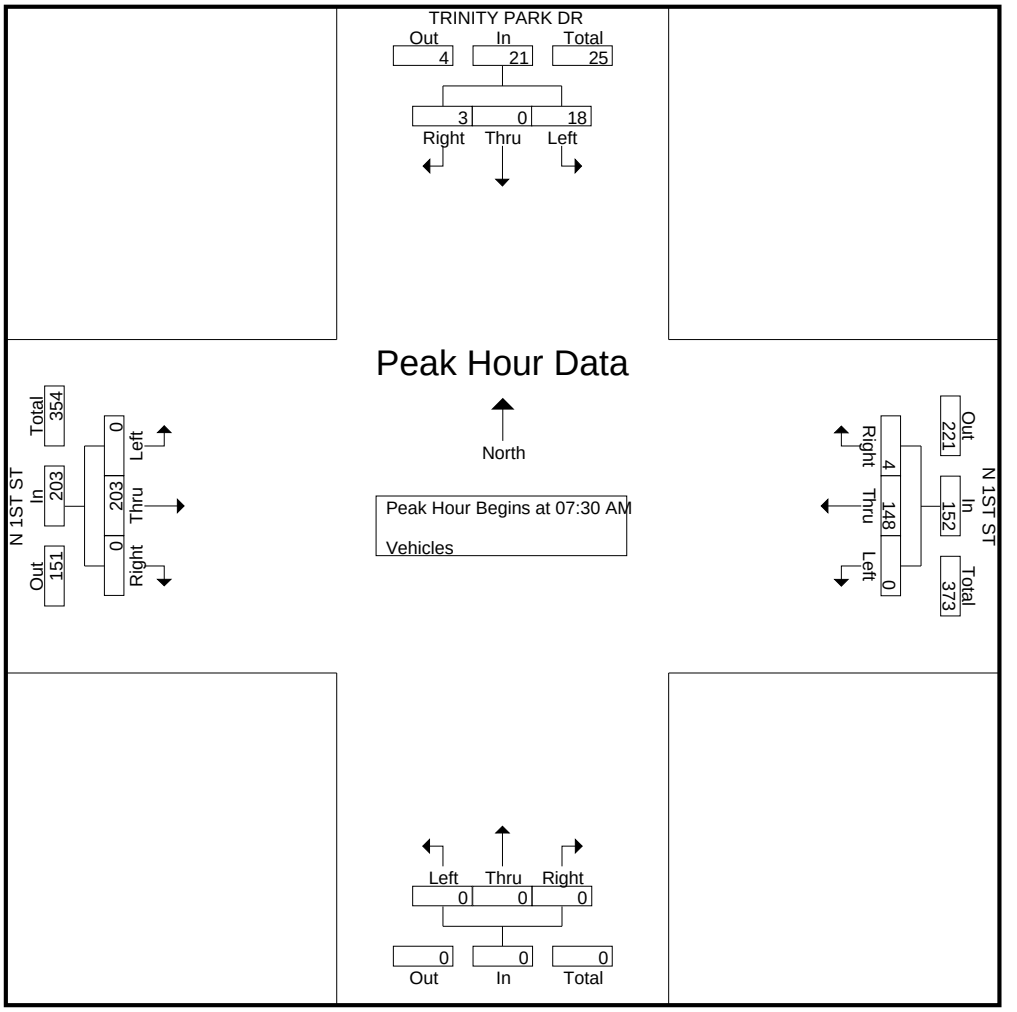

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File Name : 2PM FINAL
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Start Date : 2/25/2016
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Groups Printed- Vehicles

	TRINITY PARK DR Southbound					N 1ST ST Westbound					Northbound					N 1ST ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
01:30 PM	0	0	0	0	0	1	34	0	0	35	0	0	0	0	0	0	50	2	0	52	87
01:45 PM	2	0	1	0	3	1	28	0	0	29	0	0	0	0	0	0	39	1	0	40	72
Total	2	0	1	0	3	2	62	0	0	64	0	0	0	0	0	0	89	3	0	92	159
02:00 PM	0	0	3	0	3	6	36	0	0	42	0	0	0	0	0	0	55	1	0	56	101
02:15 PM	1	0	2	2	5	3	55	0	0	58	0	0	0	0	0	0	41	0	0	41	104
02:30 PM	0	0	3	10	13	1	34	0	0	35	0	0	0	0	0	0	46	1	0	47	95
02:45 PM	1	0	1	4	6	4	36	1	0	41	0	0	0	0	0	0	39	2	0	41	88
Total	2	0	9	16	27	14	161	1	0	176	0	0	0	0	0	0	181	4	0	185	388
03:00 PM	0	0	1	0	1	1	29	0	0	30	0	0	0	0	0	0	31	2	0	33	64
03:15 PM	1	0	2	0	3	2	47	0	0	49	0	0	0	0	0	0	42	2	0	44	96
03:30 PM	1	0	0	4	5	5	25	0	0	30	0	0	0	0	0	0	38	0	0	38	73
03:45 PM	1	0	1	0	2	3	39	0	0	42	0	0	0	0	0	0	44	0	0	44	88
Total	3	0	4	4	11	11	140	0	0	151	0	0	0	0	0	0	155	4	0	159	321
04:00 PM	1	0	0	0	1	3	28	0	0	31	0	0	0	0	0	0	55	3	0	58	90
04:15 PM	0	0	6	2	8	4	35	0	0	39	0	0	0	0	0	0	63	5	0	68	115
04:30 PM	2	0	3	2	7	3	38	0	0	41	0	0	0	0	0	0	67	0	0	67	115
04:45 PM	1	0	3	0	4	1	24	0	0	25	0	0	0	0	0	0	71	0	0	71	100
Total	4	0	12	4	20	11	125	0	0	136	0	0	0	0	0	0	256	8	0	264	420
05:00 PM	1	0	2	7	10	7	33	1	0	41	0	0	0	0	0	0	78	0	0	78	129
05:15 PM	2	0	1	3	6	4	29	0	0	33	0	0	0	0	0	0	110	1	0	111	150
05:30 PM	0	0	2	1	3	5	40	0	0	45	0	0	0	0	0	0	82	3	0	85	133
05:45 PM	0	0	0	3	3	4	45	0	0	49	0	0	0	0	0	0	95	0	0	95	147
Total	3	0	5	14	22	20	147	1	0	168	0	0	0	0	0	0	365	4	0	369	559
Grand Total	14	0	31	38	83	58	635	2	0	695	0	0	0	0	0	0	1046	23	0	1069	1847
Apprch %	16.9	0	37.3	45.8		8.3	91.4	0.3	0		0	0	0	0		0	97.8	2.2	0		
Total %	0.8	0	1.7	2.1	4.5	3.1	34.4	0.1	0	37.6	0	0	0	0	0	0	56.6	1.2	0	57.9	

	TRINITY PARK DR Southbound				N 1ST ST Westbound				Northbound				N 1ST ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 01:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	**2**	**3**	**7**	33	**1**	41	0	0	0	0	0	78	0	78	122
05:15 PM	**2**	0	1	3	4	29	0	33	0	0	0	0	0	**110**	1	**111**	**147**
05:30 PM	0	0	2	2	5	40	0	45	0	0	0	0	0	82	**3**	85	132
05:45 PM	0	0	0	0	4	**45**	0	**49**	0	0	0	0	0	95	0	95	144
Total Volume	3	0	5	8	20	147	1	168	0	0	0	0	0	365	4	369	545
% App. Total	37.5	0	62.5		11.9	87.5	0.6		0	0	0		0	98.9	1.1		
PHF	.375	.000	.625	.667	.714	.817	.250	.857	.000	.000	.000	.000	.000	.830	.333	.831	.927

Traffic Data Service

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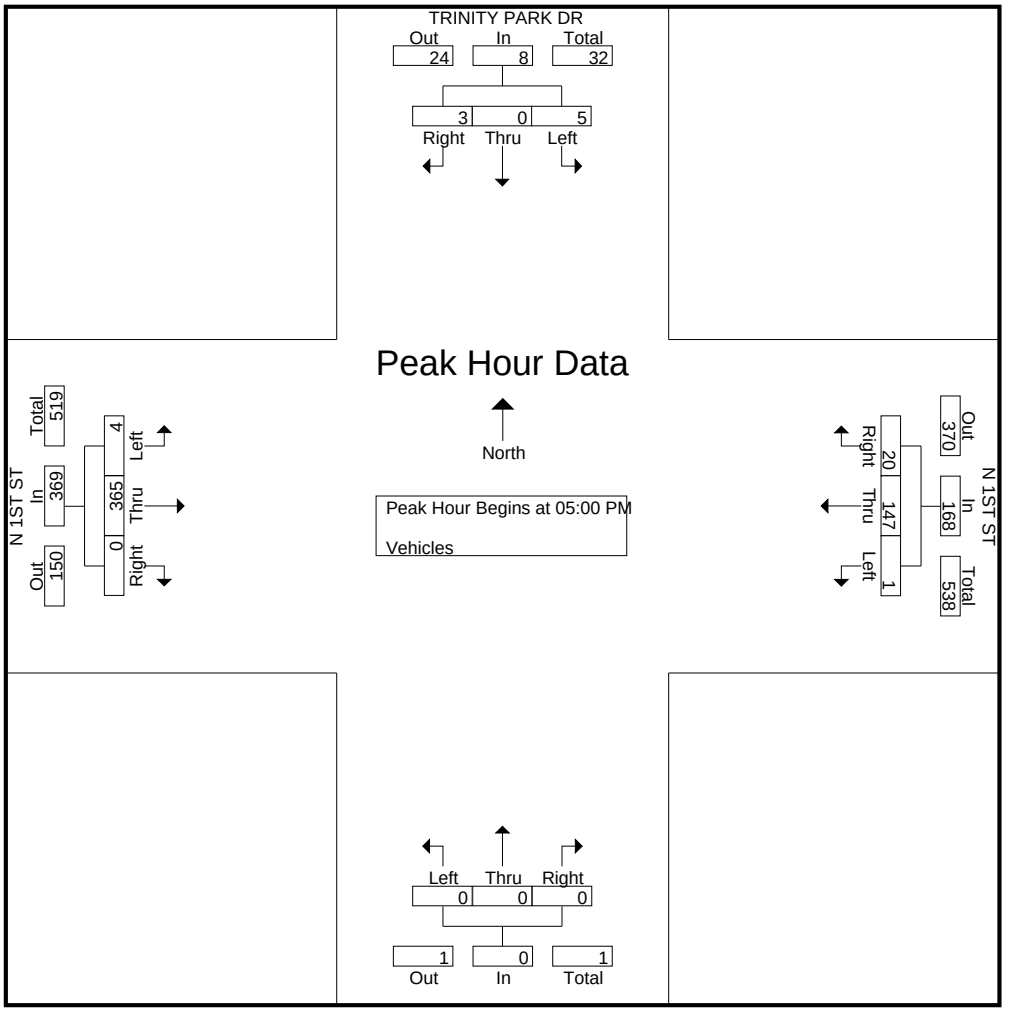


Appendix B: Approved Trip Inventory

AM PROJECT TRIPS

02/05/2020

Intersection of : N 1st St & Trinity Park Dr

Traffix Node Number :

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
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	22	0	20	0	0	0	0	34	13	88	24	0
TOTAL:	**22**	**0**	**20**	**0**	**0**	**0**	**0**	**34**	**13**	**88**	**24**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	88	24	0
SOUTH	22	0	20
WEST	0	34	13

PM PROJECT TRIPS

02/05/2020

Intersection of : N 1st St & Trinity Park Dr

Traffix Node Number :

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
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	58	0	154	0	0	0	0	80	36	180	55	0
TOTAL:	**58**	**0**	**154**	**0**	**0**	**0**	**0**	**80**	**36**	**180**	**55**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	180	55	0
SOUTH	58	0	154
WEST	0	80	36

AM PROJECT TRIPS

02/05/2020

Intersection of : 1st St / WB 237 To 1st Rp & N 1st St & WB 237 From 1st Rp

Traffix Node Number : 3026

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
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	47	0	0	36	6	0	0	0	0	0	16
NSJ LEGACY NORTH SAN JOSE	4	2	0	0	7	1	0	0	0	21	0	11
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	324	0	0	102	22	0	0	0	0	0	172
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	214	0	0	42	9	0	0	0	0	0	113
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	0	87	0	0	46	10	0	0	0	0	0	23

TOTAL:	**4**	**674**	**0**	**0**	**233**	**48**	**0**	**0**	**0**	**21**	**0**	**335**

	LEFT	THRU	RIGHT
NORTH	0	233	48
EAST	21	0	335
SOUTH	4	674	0
WEST	0	0	0

PM PROJECT TRIPS

02/05/2020

Intersection of : 1st St / WB 237 To 1st Rp & N 1st St & WB 237 From 1st Rp

Traffix Node Number : 3026

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
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	53	0	0	40	7	0	0	0	0	0	18
NSJ LEGACY NORTH SAN JOSE	15	3	0	0	8	4	0	0	0	8	0	2
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	36	0	0	403	87	0	0	0	0	0	19
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	40	0	0	240	51	0	0	0	0	0	21
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	0	186	0	0	194	51	0	0	0	0	0	47

TOTAL:	**15**	**318**	**0**	**0**	**885**	**200**	**0**	**0**	**0**	**8**	**0**	**107**

	LEFT	THRU	RIGHT
NORTH	0	885	200
EAST	8	0	107
SOUTH	15	318	0
WEST	0	0	0

AM PROJECT TRIPS

02/05/2020

Intersection of : N 1st St & Lamplighter MHP Access

Traffix Node Number : 3027

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
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	37	0	11	25	0	0	0	0	0	0	9
NSJ LEGACY NORTH SAN JOSE	0	40	15	10	27	3	3	3	0	113	1	5
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	236	0	43	59	0	0	0	0	0	0	88
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	156	0	18	24	0	0	0	0	0	0	58
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	0	62	0	11	33	2	4	0	0	0	0	21

TOTAL:	**0**	**531**	**15**	**93**	**168**	**5**	**7**	**3**	**0**	**113**	**1**	**181**

	LEFT	**THRU**	**RIGHT**
NORTH	93	168	5
EAST	113	1	181
SOUTH	0	531	15
WEST	7	3	0

PM PROJECT TRIPS

02/05/2020

Intersection of : N 1st St & Lamplighter MHP Access

Traffix Node Number : 3027

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
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	42	0	12	28	0	0	0	0	0	0	11
NSJ LEGACY NORTH SAN JOSE	1	143	36	4	17	1	0	0	2	72	1	3
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	36	0	170	233	0	0	0	0	0	0	10
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	29	0	101	138	0	0	0	0	0	0	11
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	0	129	0	49	137	9	9	0	0	0	0	48

TOTAL:	**1**	**379**	**36**	**336**	**553**	**10**	**9**	**0**	**2**	**72**	**1**	**83**

	LEFT	THRU	RIGHT
NORTH	336	553	10
EAST	72	1	83
SOUTH	1	379	36
WEST	9	0	2

AM PROJECT TRIPS

02/05/2020

Intersection of : Great America Py & WB 237 To Great America Rp / WB 237 From Great

Traffix Node Number : 3028

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
15-101398 TA (3-09290) Office/Industrial Alviso Hotel Project	0	129	0	0	26	6	0	0	104	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	2	0	0	0	5	0	0
PDC15-016 (3-18303) Retail/Commercial 0 GOLD STREET MARRIOTT RESIENCE INN	0	32	0	0	33	4	0	0	0	0	0	20
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	0	21	0	0	13	2	0	0	0	0	0	6
TOTAL:	**0**	**182**	**0**	**0**	**72**	**14**	**0**	**0**	**104**	**5**	**0**	**26**

	LEFT	THRU	RIGHT
NORTH	0	72	14
EAST	5	0	26
SOUTH	0	182	0
WEST	0	0	104

PM PROJECT TRIPS

02/05/2020

Intersection of : Great America Py & WB 237 To Great America Rp / WB 237 From Great

Traffix Node Number : 3028

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
15-101398 TA (3-09290) Office/Industrial Alviso Hotel Project	0	24	0	0	169	40	0	0	19	0	0	0
NSJ LEGACY NORTH SAN JOSE	1	1	0	0	1	3	0	0	0	10	1	4
PDC15-016 (3-18303) Retail/Commercial 0 GOLD STREET MARRIOTT RESIENCE INN	0	32	0	0	45	5	0	0	0	0	0	20
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	0	35	0	0	36	13	0	0	0	0	0	12
TOTAL:	**1**	**92**	**0**	**0**	**251**	**61**	**0**	**0**	**19**	**10**	**1**	**36**

	LEFT	THRU	RIGHT
NORTH	0	251	61
EAST	10	1	36
SOUTH	1	92	0
WEST	0	0	19

AM PROJECT TRIPS

02/05/2020

Intersection of : EB 237 To Great America Rp / EB 237 From Great America Rp & Great

Traffix Node Number : 3029

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
15-101398 TA (3-09290) Office/Industrial Alviso Hotel Project	0	84	0	14	12	0	45	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	1	2	0	6	0	1	0	5	0	0	0
PDC15-016 (3-18303) Retail/Commercial 0 GOLD STREET MARRIOTT RESIENCE INN	0	27	0	14	19	0	6	0	0	0	0	0
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	0	16	0	3	10	0	5	0	0	0	0	0
TOTAL:	**0**	**128**	**2**	**31**	**47**	**0**	**57**	**0**	**5**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	31	47	0
EAST	0	0	0
SOUTH	0	128	2
WEST	57	0	5

PM PROJECT TRIPS

02/05/2020

Intersection of : EB 237 To Great America Rp / EB 237 From Great America Rp & Great

Traffix Node Number : 3029

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
15-101398 TA (3-09290) Office/Industrial Alviso Hotel Project	0	16	0	93	76	0	8	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	1	1	1	15	0	2	0	6	0	0	0
PDC15-016 (3-18303) Retail/Commercial 0 GOLD STREET MARRIOTT RESIENCE INN	0	26	0	19	25	0	6	0	0	0	0	0
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	0	23	0	12	24	0	12	0	0	0	0	0
TOTAL:	**0**	**66**	**1**	**125**	**140**	**0**	**28**	**0**	**6**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	125	140	0
EAST	0	0	0
SOUTH	0	66	1
WEST	28	0	6

AM PROJECT TRIPS

02/05/2020

Intersection of : N 1st St & Nortech Py

Traffix Node Number : 3994

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	496	0	0	0	0	0	0	0	122	0	0	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	512	0	0	0	0	0	0	80	0	0
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	0	109	0	2	56	0	0	0	0	0	0	3
TOTAL:	**496**	**109**	**512**	**2**	**56**	**0**	**0**	**0**	**122**	**80**	**0**	**3**

	LEFT	THRU	RIGHT
NORTH	2	56	0
EAST	80	0	3
SOUTH	496	109	512
WEST	0	0	122

PM PROJECT TRIPS

02/05/2020

Intersection of : N 1st St & Nortech Py

Traffix Node Number : 3994

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	55	0	0	0	0	0	0	0	490	0	0	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	95	0	0	0	0	0	0	456	0	0
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	0	232	0	3	246	0	0	0	0	0	0	3
TOTAL:	**55**	**232**	**95**	**3**	**246**	**0**	**0**	**0**	**490**	**456**	**0**	**3**

	LEFT	THRU	RIGHT
NORTH	3	246	0
EAST	456	0	3
SOUTH	55	232	95
WEST	0	0	490

Appendix C: San José VMT Evaluation Tool

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Alviso Hotel
Location: (no project location entered)
Parcel: 01539020 Parcel Type: Suburb with Single-Family Homes

Tool Version: 2/29/2019
Date: 3/24/2021

Proposed Parking Spaces Vehicles: 236 Bicycles: 26

LAND USE:

Residential:	
Single Family	0 DU
Multi Family	0 DU
Subtotal	0 DU
Office:	0 KSF
Retail:	47.6 KSF
Industrial:	0 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)	48
With Project Density (DU/Residential Acres in half-mile buffer)	48

Increase Development Diversity

Existing Activity Mix Index	0.45
With Project Activity Mix Index	0.48

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)	12
With Project Density (Jobs/Commercial Acres in half-mile buffer)	13

Tier 2 - Multimodal Infrastructure

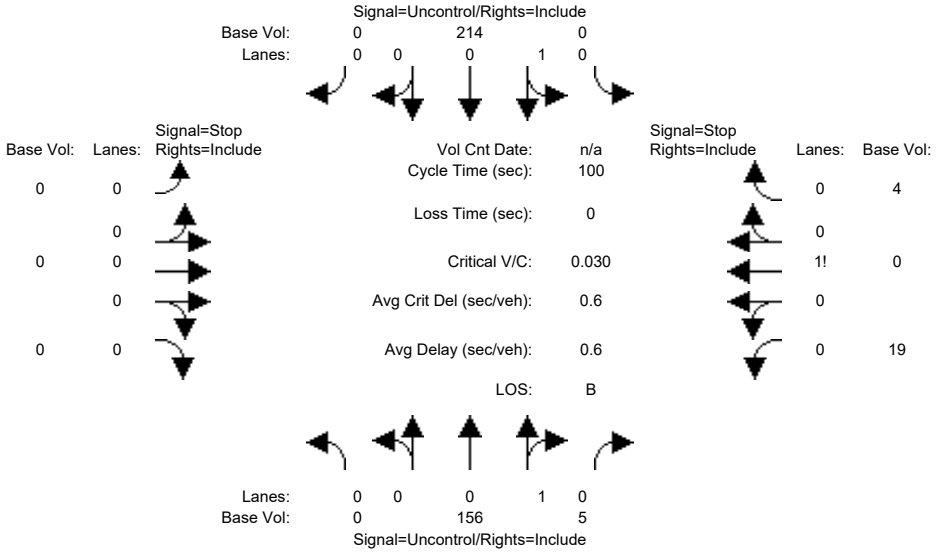
Tier 3 - Parking

Tier 4 - TDM Programs

Appendix D: Intersection Operations Analysis Output Sheets

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

Intersection #1: N 1st St/Trinity Park Dr



Street Name:	N 1st St						Trinity Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	156	5	0	214	0	0	0	0	19	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	156	5	0	214	0	0	0	0	19	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	156	5	0	214	0	0	0	0	19	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	156	5	0	214	0	0	0	0	19	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	373	373	159
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	632	561	892
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	632	561	892
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	666	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.6		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1 N 1st St/Trinity Park Dr

****

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

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```
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    0  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  156     5     0  214     0     0    0     0    19    0     4
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             10.6
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=23]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=398]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1 N 1st St/Trinity Park Dr
********************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    0  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  156     5     0  214     0     0    0     0    19    0     4
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              375
Minor Approach Volume:            23
Minor Approach Volume Threshold: 481
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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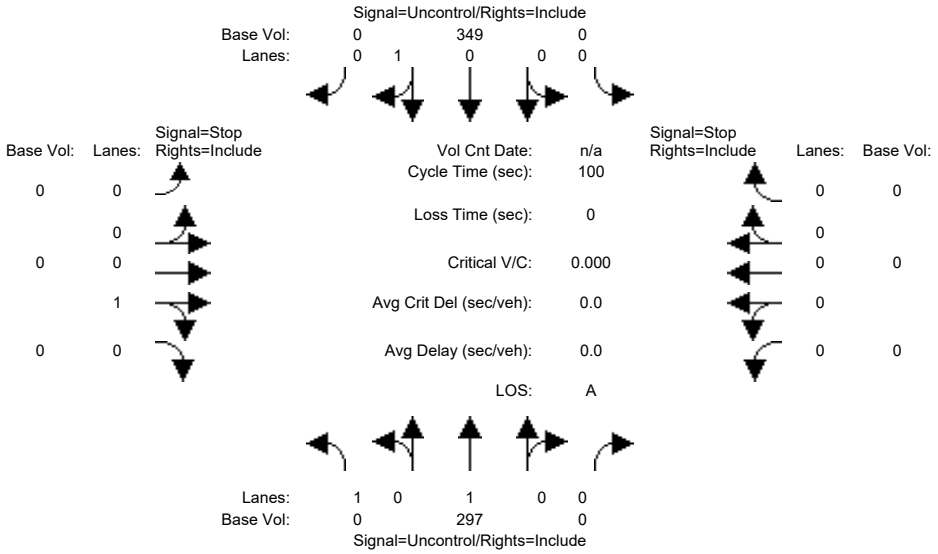
Alviso Hotel

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

Intersection #2: N 1st St/Bay Vista Dr



Street Name:	N 1st St						Bay Vista Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	297	0	0	349	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	297	0	0	349	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	297	0	0	349	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	297	0	0	349	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	646	349	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	393	699	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	393	699	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 N 1st St/Bay Vista Dr

****

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

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Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 1 0 0	0 0 0 1 0	0 0 0 0 0
Initial Vol:	0 297 0	0 349 0	0 0 0	0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 N 1st St/Bay Vista Dr

****

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 1 0 0	0 0 0 1 0	0 0 0 0 0
Initial Vol:	0 297 0	0 349 0	0 0 0	0 0 0

Major Street Volume: 646
Minor Approach Volume: 0
Minor Approach Volume Threshold: 435

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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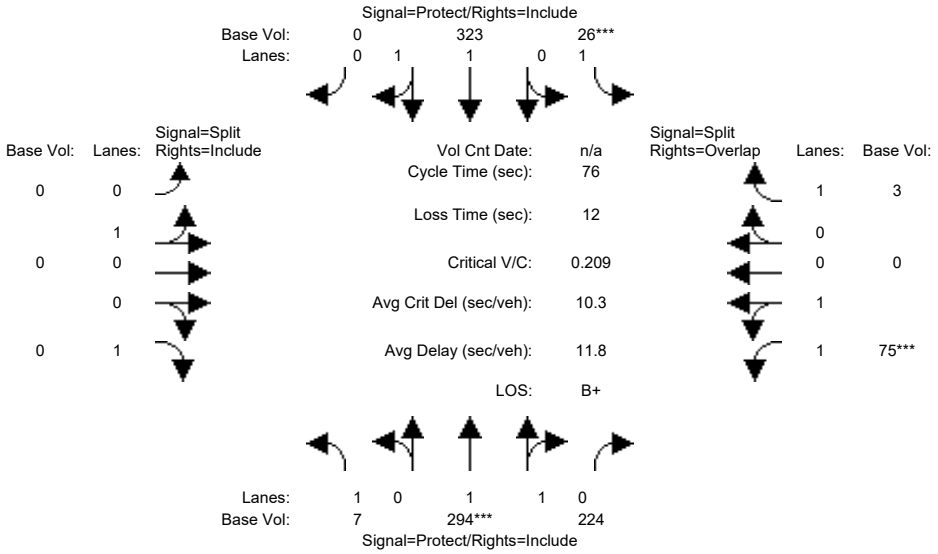
Alviso Hotel

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

Intersection #3: N 1st St/Nortech Pkwy



Street Name:	N 1st St						Nortech Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	294	224	26	323	0	0	0	0	75	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	294	224	26	323	0	0	0	0	75	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	294	224	26	323	0	0	0	0	75	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	294	224	26	323	0	0	0	0	75	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	294	224	26	323	0	0	0	0	75	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.92	0.95	0.95	0.92	0.93	1.00	0.92
Lanes:	1.00	1.11	0.89	1.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	1750	2099	1599	1750	3700	0	0	1800	1750	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.01	0.09	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	22.2	47.0	47.0	7.0	31.8	0.0	0.0	0.0	0.0	10.0	0.0	17.0
Volume/Cap:	0.01	0.23	0.23	0.16	0.21	0.00	0.00	0.00	0.00	0.16	0.00	0.01
Delay/Veh:	19.1	6.5	6.5	32.3	14.2	0.0	0.0	0.0	0.0	29.4	0.0	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	6.5	6.5	32.3	14.2	0.0	0.0	0.0	0.0	29.4	0.0	22.9
LOS by Move:	B-	A	A	C-	B	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	3	3	1	2	0	0	0	0	1	0	0

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

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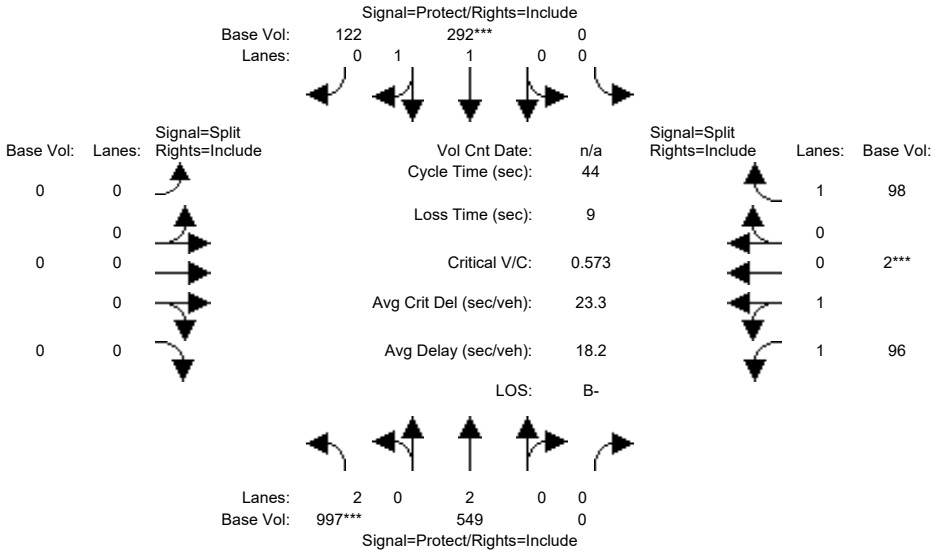
Alviso Hotel

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

Intersection #4: N 1st St/SR 237 WB Ramps



Street Name:	N 1st St						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	997	549	0	0	292	122	0	0	0	96	2	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	997	549	0	0	292	122	0	0	0	96	2	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	997	549	0	0	292	122	0	0	0	96	2	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	997	549	0	0	292	122	0	0	0	96	2	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	997	549	0	0	292	122	0	0	0	96	2	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.39	0.61	0.00	0.00	0.00	1.96	0.04	1.00
Final Sat.:	3150	3800	0	0	2609	1090	0	0	0	3478	72	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.14	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.03	0.03	0.06
Crit Moves:	****				****						****	
Green Time:	15.0	25.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.93	0.25	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.12	0.12	0.25
Delay/Veh:	27.5	4.9	0.0	0.0	15.2	15.2	0.0	0.0	0.0	13.6	13.6	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	4.9	0.0	0.0	15.2	15.2	0.0	0.0	0.0	13.6	13.6	14.2
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2kAvgQ:	9	2	0	0	3	3	0	0	0	1	1	1

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

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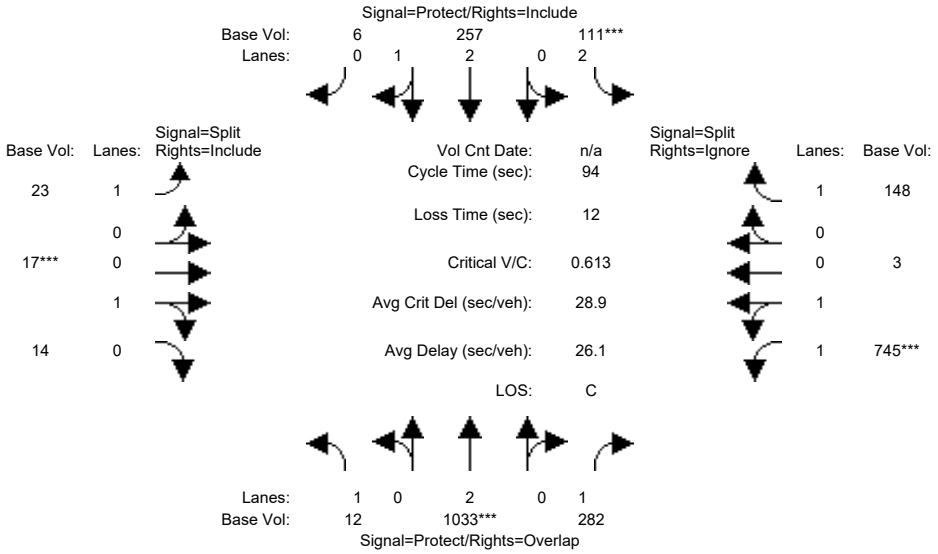
Alviso Hotel

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

Intersection #5: N 1st St/SR 237 EB Ramps



Street Name:	N 1st St						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	1033	282	111	257	6	23	17	14	745	3	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1033	282	111	257	6	23	17	14	745	3	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	12	1033	282	111	257	6	23	17	14	745	3	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1033	282	111	257	6	23	17	14	745	3	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	12	1033	282	111	257	6	23	17	14	745	3	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.93	0.07	1.00	0.55	0.45	1.99	0.01	1.00
Final Sat.:	1750	3800	1750	3150	5472	128	1750	987	813	3536	14	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.16	0.04	0.05	0.05	0.01	0.02	0.02	0.21	0.21	0.00
Crit Moves:		****		****				****		****		
Green Time:	18.0	36.6	65.0	7.0	25.7	25.7	10.0	10.0	10.0	28.4	28.4	0.0
Volume/Cap:	0.04	0.70	0.23	0.47	0.17	0.17	0.12	0.16	0.16	0.70	0.70	0.00
Delay/Veh:	31.0	25.5	5.4	43.2	26.1	26.1	38.3	38.6	38.6	31.1	31.1	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:	31.0	25.5	5.4	43.2	26.1	26.1	38.3	38.6	38.6	31.1	31.1	0.0
LOS by Move:	C	C	A	D	C	C	D+	D+	D+	C	C	A
HCM2kAvgQ:	0	13	3	2	2	2	1	1	1	11	11	0

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

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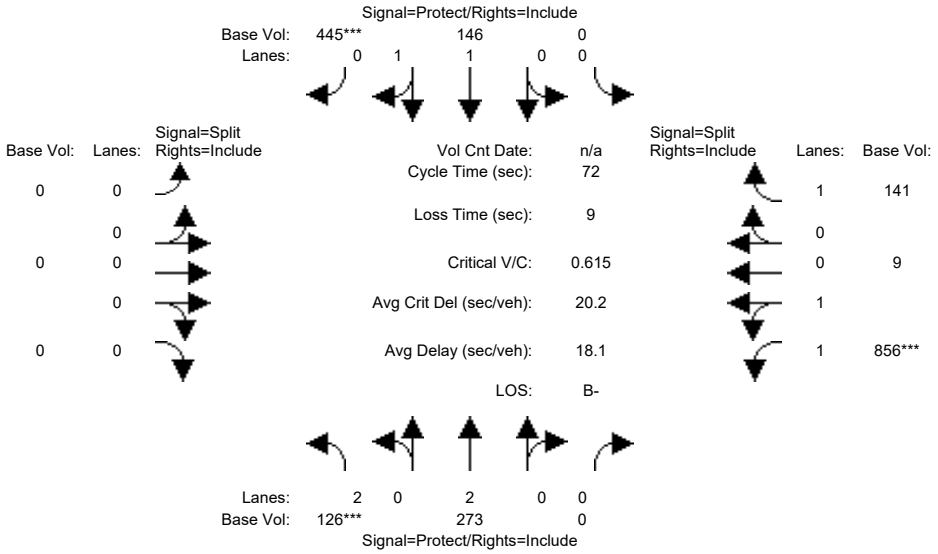
Alviso Hotel

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

Intersection #6: Great America Pkwy/SR 237 WB Ramps



Street Name:	Great America Pkwy						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	126	273	0	0	146	445	0	0	0	856	9	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	273	0	0	146	445	0	0	0	856	9	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	273	0	0	146	445	0	0	0	856	9	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	273	0	0	146	445	0	0	0	856	9	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	273	0	0	146	445	0	0	0	856	9	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.98	0.02	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3513	37	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.08	0.25	0.00	0.00	0.00	0.24	0.24	0.08
Crit Moves:	****					****				****		
Green Time:	7.0	35.6	0.0	0.0	28.6	28.6	0.0	0.0	0.0	27.4	27.4	27.4
Volume/Cap:	0.41	0.15	0.00	0.00	0.19	0.64	0.00	0.00	0.00	0.64	0.64	0.21
Delay/Veh:	31.5	10.0	0.0	0.0	14.2	19.1	0.0	0.0	0.0	19.3	19.3	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	10.0	0.0	0.0	14.2	19.1	0.0	0.0	0.0	19.3	19.3	15.2
LOS by Move:	C	A	A	A	B	B-	A	A	A	B-	B-	B
HCM2kAvgQ:	2	2	0	0	2	10	0	0	0	9	9	2

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

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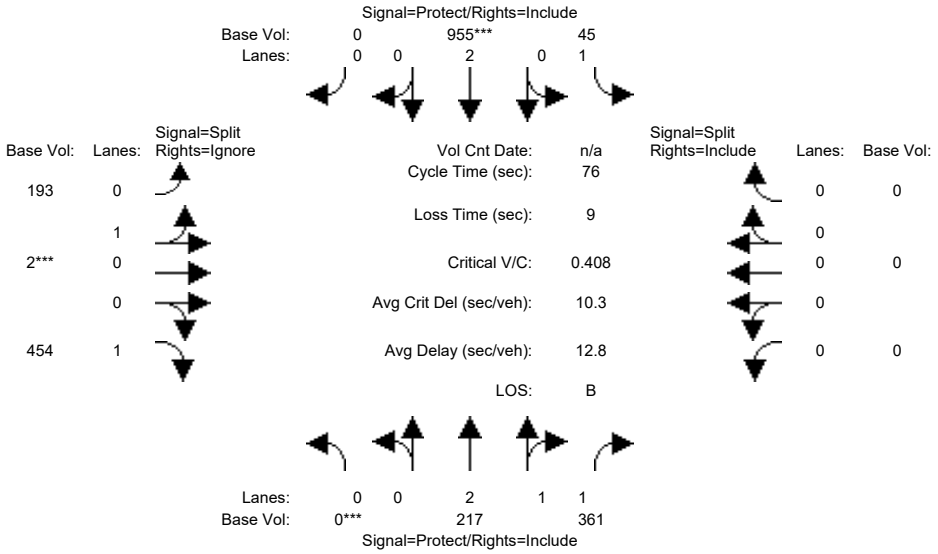
Alviso Hotel

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

Intersection #7: Great America Pkwy/SR 237 EB Ramps



Street Name:	Great America Pkwy						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	217	361	45	955	0	193	2	454	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	217	361	45	955	0	193	2	454	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	217	361	45	955	0	193	2	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	217	361	45	955	0	193	2	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	217	361	45	955	0	193	2	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1782	18	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.10	0.03	0.25	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	0.0	27.5	27.5	19.3	46.8	0.0	20.2	20.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.16	0.28	0.10	0.41	0.00	0.41	0.41	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.4	17.3	21.8	7.6	0.0	23.6	23.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.4	17.3	21.8	7.6	0.0	23.6	23.6	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C+	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	2	3	1	6	0	4	4	0	0	0	0

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

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Alviso Hotel

Summary Scenario Comparison Report (With Average Critical Delay)
Base Volume Alternative

Intersection		Existing AM						
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)			
#1	N 1st St/Trinity Park Dr	B	0.6	0.030	0.6			
#2	N 1st St/Bay Vista Dr	A	0.0	0.000	0.0			
#3	N 1st St/Nortech Pkwy	B+	11.8	0.209	10.3			
#4	N 1st St/SR 237 WB Ramps	B-	18.2	0.573	23.3			
#5	N 1st St/SR 237 EB Ramps	C	26.1	0.613	28.9			
#6	Great America Pkwy/SR 237 WB Ramps	B-	18.1	0.615	20.2			
#7	Great America Pkwy/SR 237 EB Ramps	B	12.8	0.408	10.3			

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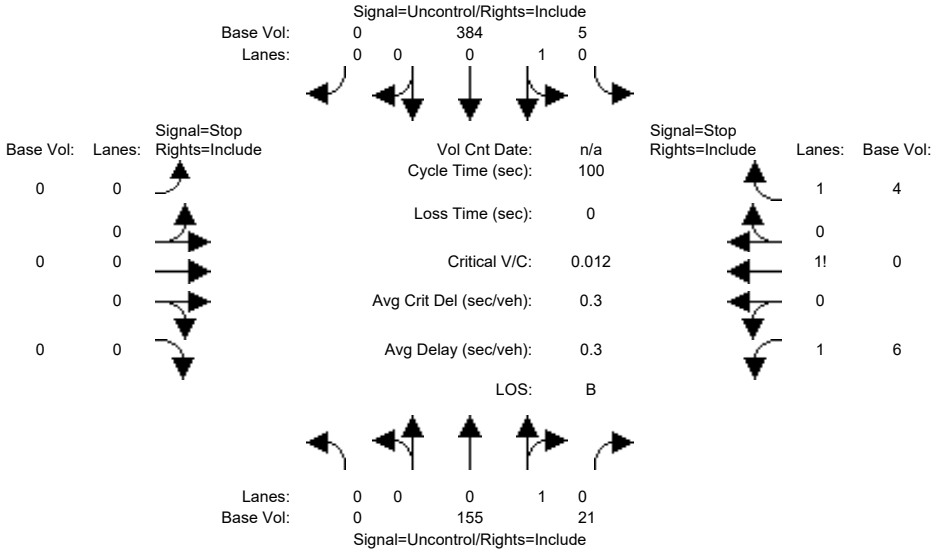
Alviso Hotel

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

Intersection #1: N 1st St/Trinity Park Dr



Street Name:	N 1st St						Trinity Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	155	21	5	384	0	0	0	0	6	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	155	21	5	384	0	0	0	0	6	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	155	21	5	384	0	0	0	0	6	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	155	21	5	384	0	0	0	0	6	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	176	xxxx	xxxxx	xxxx	xxxx	xxxxx	560	560	166
Potent Cap.:	xxxx	xxxx	xxxxx	1412	xxxx	xxxxx	xxxx	xxxx	xxxxx	493	440	884
Move Cap.:	xxxx	xxxx	xxxxx	1412	xxxx	xxxxx	xxxx	xxxx	xxxxx	492	439	884
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.4	xxxx	9.1
LOS by Move:	*	*	*	A	*	*	*	*	*	B	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	598	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.1		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1 N 1st St/Trinity Park Dr

****

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

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```
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    1  0  1! 0  1
Initial Vol:    0  155    21     5  384     0     0    0     0     6    0     4
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.1
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=3][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=10]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=575]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #1 N 1st St/Trinity Park Dr
********************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    1  0  1! 0  1
Initial Vol:    0  155    21     5  384     0     0    0     0     6    0     4
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              565
Minor Approach Volume:            10
Minor Approach Volume Threshold: 472
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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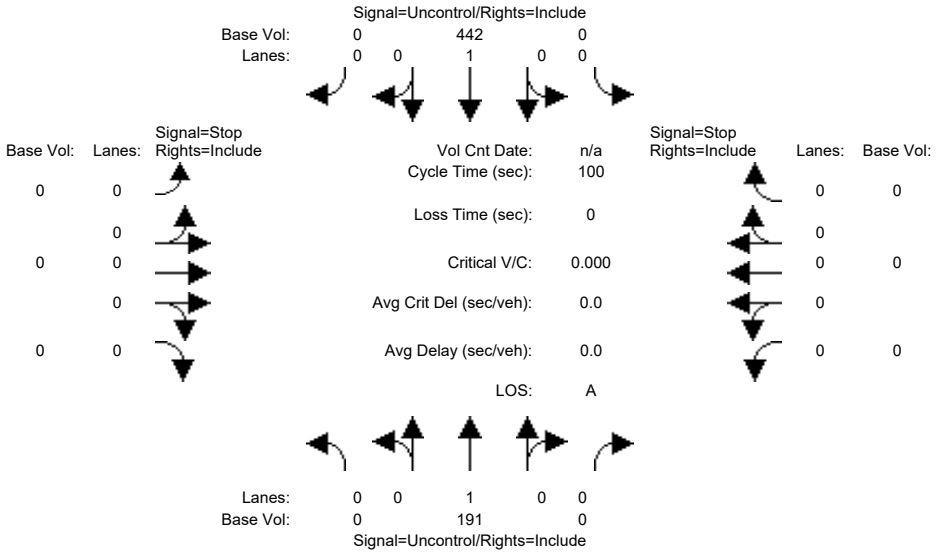
Alviso Hotel

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

Intersection #2: N 1st St/Bay Vista Dr



Street Name:	N 1st St						Bay Vista Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	191	0	0	442	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	191	0	0	442	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	191	0	0	442	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	191	0	0	442	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 N 1st St/Bay Vista Dr

****

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

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Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	0 191 0	0 442 0	0 0 0	0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 N 1st St/Bay Vista Dr

****

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	0 191 0	0 442 0	0 0 0	0 0 0

Major Street Volume: 633
Minor Approach Volume: 0
Minor Approach Volume Threshold: 341

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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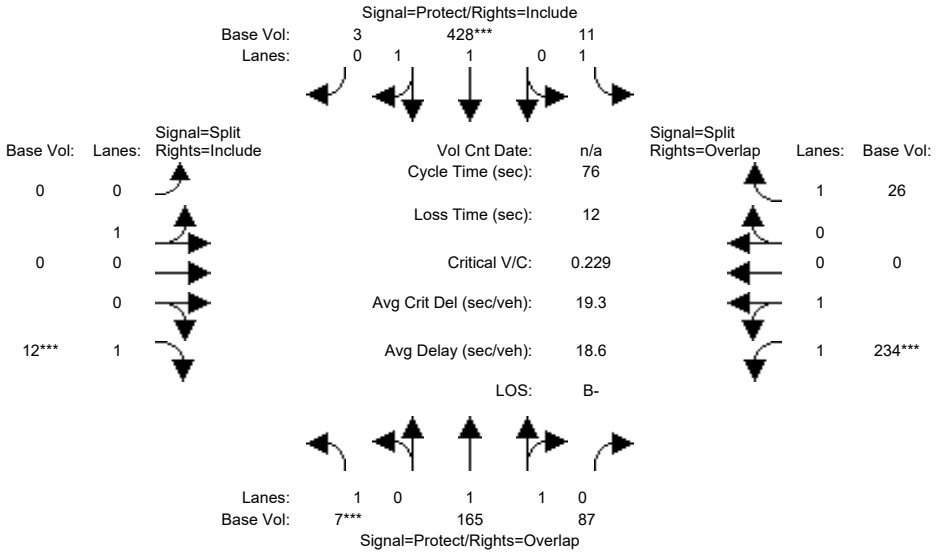
Alviso Hotel

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

Intersection #3: N 1st St/Nortech Pkwy



Street Name:	N 1st St						Nortech Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	165	87	11	428	3	0	0	12	234	0	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	165	87	11	428	3	0	0	12	234	0	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	165	87	11	428	3	0	0	12	234	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	165	87	11	428	3	0	0	12	234	0	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	165	87	11	428	3	0	0	12	234	0	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.93	1.00	0.92
Lanes:	1.00	1.29	0.71	1.00	1.99	0.01	0.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	1750	2422	1277	1750	3674	26	0	1800	1750	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.01	0.12	0.12	0.00	0.00	0.01	0.07	0.00	0.01
Crit Moves:	****				****				****	****		
Green Time:	7.0	21.8	38.8	15.2	30.0	30.0	0.0	0.0	10.0	17.0	0.0	32.2
Volume/Cap:	0.04	0.24	0.13	0.03	0.29	0.29	0.00	0.00	0.05	0.29	0.00	0.04
Delay/Veh:	31.6	20.9	9.8	24.5	15.9	15.9	0.0	0.0	29.0	24.7	0.0	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	20.9	9.8	24.5	15.9	15.9	0.0	0.0	29.0	24.7	0.0	12.8
LOS by Move:	C	C+	A	C	B	B	A	A	C	C	A	B
HCM2k95thQ:	0	5	3	0	7	7	0	0	1	5	0	1

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

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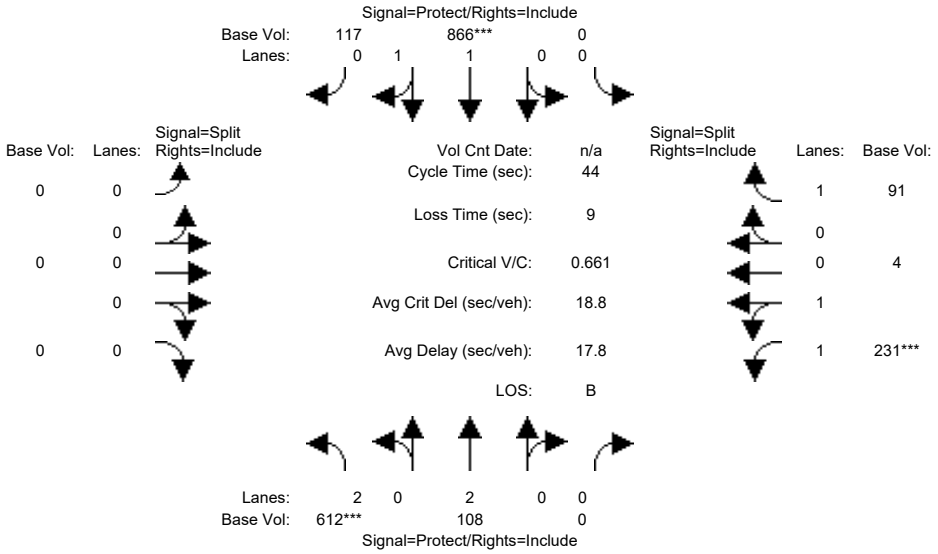
Alviso Hotel

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

Intersection #4: N 1st St/SR 237 WB Ramps



Street Name:	N 1st St						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	612	108	0	0	866	117	0	0	0	231	4	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	612	108	0	0	866	117	0	0	0	231	4	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	612	108	0	0	866	117	0	0	0	231	4	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	612	108	0	0	866	117	0	0	0	231	4	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	612	108	0	0	866	117	0	0	0	231	4	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.76	0.24	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	3259	440	0	0	0	3490	60	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.03	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.07	0.07	0.05
Crit Moves:	****				****					****		
Green Time:	10.6	25.0	0.0	0.0	14.4	14.4	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.81	0.05	0.00	0.00	0.81	0.81	0.00	0.00	0.00	0.29	0.29	0.23
Delay/Veh:	22.3	4.2	0.0	0.0	17.7	17.7	0.0	0.0	0.0	14.3	14.3	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	4.2	0.0	0.0	17.7	17.7	0.0	0.0	0.0	14.3	14.3	14.2
LOS by Move:	C+	A	A	A	B	B	A	A	A	B	B	B
HCM2k95thQ:	10	1	0	0	17	17	0	0	0	3	3	3

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

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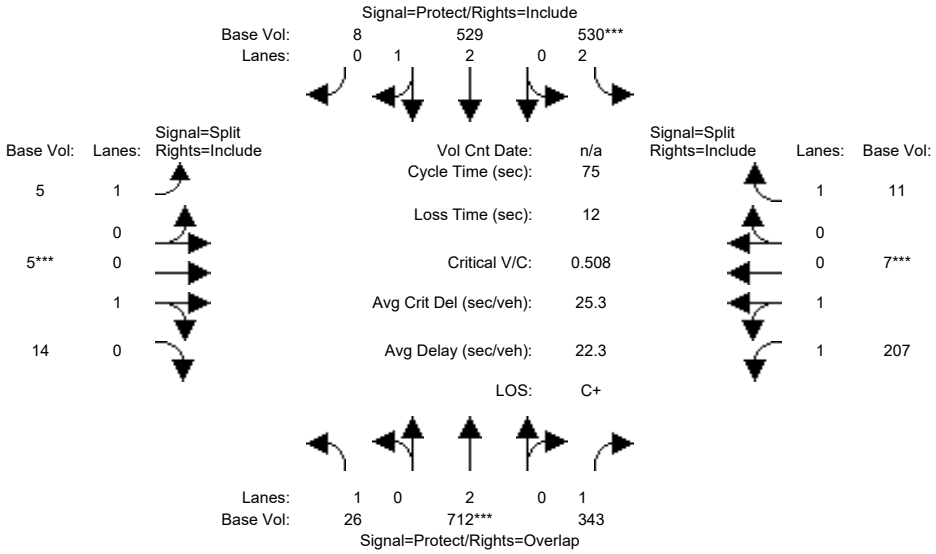
Alviso Hotel

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

Intersection #5: N 1st St/SR 237 EB Ramps



Street Name:	N 1st St						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	26	712	343	530	529	8	5	5	14	207	7	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	712	343	530	529	8	5	5	14	207	7	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	712	343	530	529	8	5	5	14	207	7	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	712	343	530	529	8	5	5	14	207	7	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	712	343	530	529	8	5	5	14	207	7	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.95	0.05	1.00	0.26	0.74	1.94	0.06	1.00
Final Sat.:	1750	3800	1750	3150	5516	83	1750	474	1326	3434	116	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.20	0.17	0.10	0.10	0.00	0.01	0.01	0.06	0.06	0.01
Crit Moves:		****		****				****			****	
Green Time:	17.7	22.7	32.7	20.3	25.3	25.3	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.06	0.62	0.45	0.62	0.28	0.28	0.02	0.08	0.08	0.45	0.45	0.05
Delay/Veh:	22.3	23.5	15.3	25.4	18.3	18.3	28.3	28.6	28.6	30.7	30.7	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	23.5	15.3	25.4	18.3	18.3	28.3	28.6	28.6	30.7	30.7	28.4
LOS by Move:	C+	C	B	C	B-	B-	C	C	C	C	C	C
HCM2k95thQ:	1	15	12	12	6	6	0	1	1	6	6	1

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

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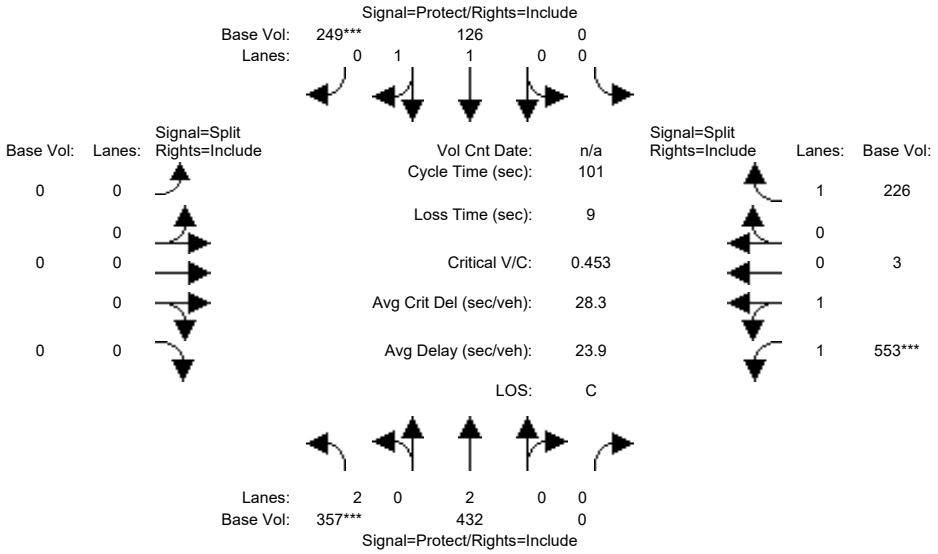
Alviso Hotel

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

Intersection #6: Great America Pkwy/SR 237 WB Ramps



Street Name:	Great America Pkwy						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	357	432	0	0	126	249	0	0	0	553	3	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	357	432	0	0	126	249	0	0	0	553	3	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	357	432	0	0	126	249	0	0	0	553	3	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	432	0	0	126	249	0	0	0	553	3	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	357	432	0	0	126	249	0	0	0	553	3	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3531	19	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.00	0.00	0.07	0.14	0.00	0.00	0.00	0.16	0.16	0.13
Crit Moves:	****					****				****		
Green Time:	25.3	57.0	0.0	0.0	31.8	31.8	0.0	0.0	0.0	35.0	35.0	35.0
Volume/Cap:	0.45	0.20	0.00	0.00	0.21	0.45	0.00	0.00	0.00	0.45	0.45	0.37
Delay/Veh:	32.4	10.8	0.0	0.0	25.5	28.1	0.0	0.0	0.0	25.9	25.9	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	10.8	0.0	0.0	25.5	28.1	0.0	0.0	0.0	25.9	25.9	25.2
LOS by Move:	C-	B+	A	A	C	C	A	A	A	C	C	C
HCM2k95thQ:	11	6	0	0	6	13	0	0	0	14	14	11

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

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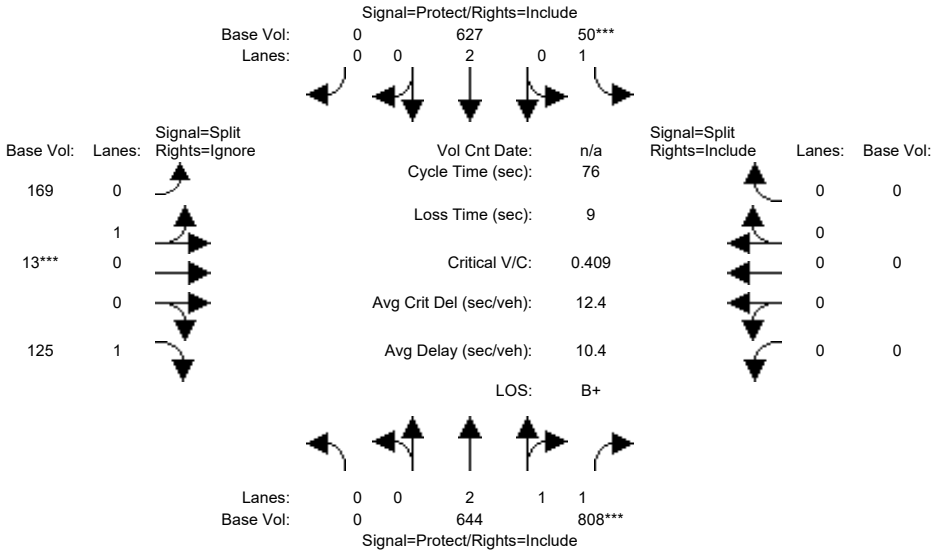
Alviso Hotel

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

Intersection #7: Great America Pkwy/SR 237 EB Ramps



Street Name:	Great America Pkwy						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	644	808	50	627	0	169	13	125	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	644	808	50	627	0	169	13	125	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	644	808	50	627	0	169	13	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	644	808	50	627	0	169	13	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	644	808	50	627	0	169	13	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.93	0.07	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1671	129	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.23	0.03	0.17	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	41.7	41.7	7.0	48.7	0.0	18.3	18.3	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.31	0.42	0.31	0.26	0.00	0.42	0.42	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.3	10.1	33.3	5.9	0.0	25.1	25.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.3	10.1	33.3	5.9	0.0	25.1	25.1	0.0	0.0	0.0	0.0
LOS by Move:	A	A	B+	C-	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	8	12	2	6	0	8	8	0	0	0	0

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

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Alviso Hotel

Summary Scenario Comparison Report (With Average Critical Delay)
Base Volume Alternative

Intersection		Existing PM LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)			
#1	N 1st St/Trinity Park Dr	B	0.3	0.012	0.3			
#2	N 1st St/Bay Vista Dr	A	0.0	0.000	0.0			
#3	N 1st St/Nortech Pkwy	B-	18.6	0.229	19.3			
#4	N 1st St/SR 237 WB Ramps	B	17.8	0.661	18.8			
#5	N 1st St/SR 237 EB Ramps	C+	22.3	0.508	25.3			
#6	Great America Pkwy/SR 237 WB Ramps	C	23.9	0.453	28.3			
#7	Great America Pkwy/SR 237 EB Ramps	B+	10.4	0.409	12.4			

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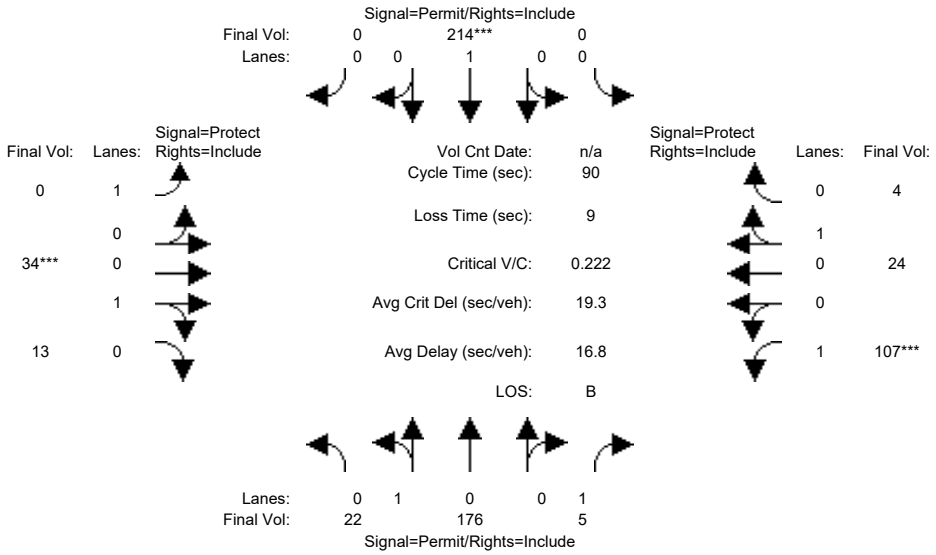
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #1: N 1st St/Trinity Park Dr



Street Name:	N 1st St						Trinity Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	156	5	0	214	0	0	0	0	19	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	156	5	0	214	0	0	0	0	19	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	22	20	0	0	0	0	0	34	13	88	24	0
Initial Fut:	22	176	5	0	214	0	0	34	13	107	24	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	176	5	0	214	0	0	34	13	107	24	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	176	5	0	214	0	0	34	13	107	24	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	176	5	0	214	0	0	34	13	107	24	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.11	0.89	1.00	0.00	1.00	0.00	1.00	0.72	0.28	1.00	0.86	0.14
Final Sat.:	200	1600	1750	0	1900	0	1750	1302	498	1750	1543	257
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.00	0.00	0.11	0.00	0.00	0.03	0.03	0.06	0.02	0.02
Crit Moves:					****			****		****		
Green Time:	45.6	45.6	45.6	0.0	45.6	0.0	0.0	10.6	10.6	24.8	35.4	35.4
Volume/Cap:	0.22	0.22	0.01	0.00	0.22	0.00	0.00	0.22	0.22	0.22	0.04	0.04
Delay/Veh:	12.4	12.4	11.0	0.0	12.4	0.0	0.0	36.5	36.5	25.4	16.9	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:	12.4	12.4	11.0	0.0	12.4	0.0	0.0	36.5	36.5	25.4	16.9	16.9
LOS by Move:	B	B	B+	A	B	A	A	D+	D+	C	B	B
HCM2k95thQ:	6	6	0	0	7	0	0	3	3	5	1	1

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

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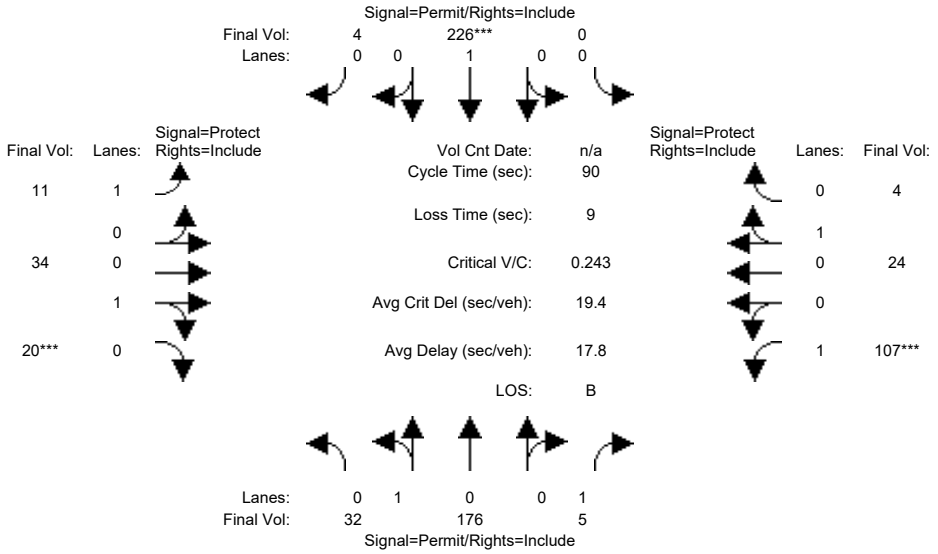
Alviso Hotel

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

Intersection #1: N 1st St/Trinity Park Dr



Street Name:	N 1st St						Trinity Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	156	5	0	214	0	0	0	0	19	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	156	5	0	214	0	0	0	0	19	0	4
Added Vol:	10	0	0	0	12	4	11	0	7	0	0	0
San Jose AT:	22	20	0	0	0	0	0	34	13	88	24	0
Initial Fut:	32	176	5	0	226	4	11	34	20	107	24	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	176	5	0	226	4	11	34	20	107	24	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	176	5	0	226	4	11	34	20	107	24	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	176	5	0	226	4	11	34	20	107	24	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.15	0.85	1.00	0.00	0.98	0.02	1.00	0.63	0.37	1.00	0.86	0.14
Final Sat.:	277	1523	1750	0	1769	31	1750	1133	667	1750	1543	257
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.00	0.13	0.13	0.01	0.03	0.03	0.06	0.02	0.02
Crit Moves:					****				****	****		
Green Time:	47.3	47.3	47.3	0.0	47.3	47.3	28.1	11.1	11.1	22.6	5.6	5.6
Volume/Cap:	0.22	0.22	0.01	0.00	0.24	0.24	0.02	0.24	0.24	0.24	0.25	0.25
Delay/Veh:	11.6	11.6	10.2	0.0	11.8	11.8	21.4	36.2	36.2	27.2	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	11.6	10.2	0.0	11.8	11.8	21.4	36.2	36.2	27.2	41.3	41.3
LOS by Move:	B+	B+	B+	A	B+	B+	C+	D+	D+	C	D	D
HCM2k95thQ:	6	6	0	0	7	7	0	3	3	5	2	2

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

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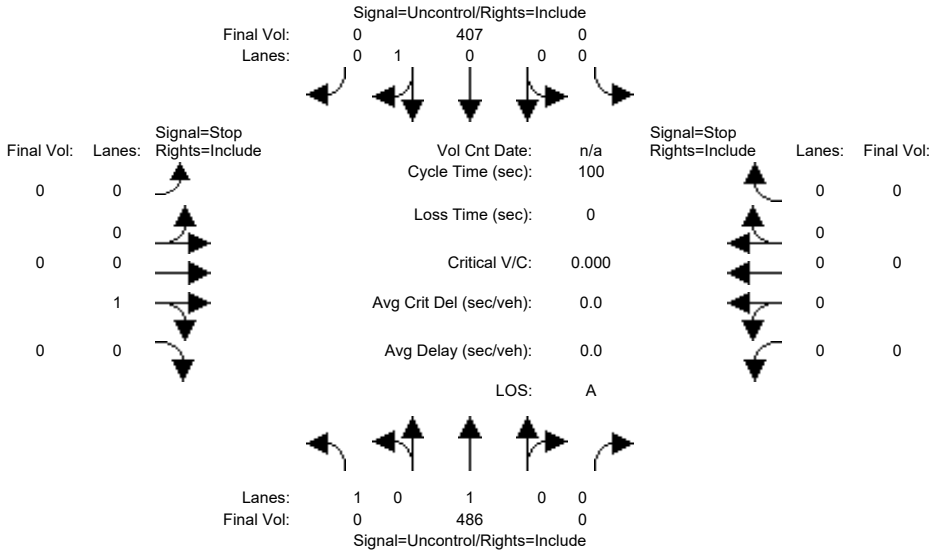
Alviso Hotel

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

Intersection #2: N 1st St/Bay Vista Dr



Street Name:	N 1st St						Bay Vista Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	297	0	0	349	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	297	0	0	349	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	189	0	0	58	0	0	0	0	0	0	0
Initial Fut:	0	486	0	0	407	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	486	0	0	407	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	486	0	0	407	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	893	407	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	283	648	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	283	648	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 N 1st St/Bay Vista Dr

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	1 0	0	0 0	1 0	0	0 0	0 1	0	0 0	0 0	0
Initial Vol:	0	486	0	0	407	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 N 1st St/Bay Vista Dr

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	1 0	0	0 0	1 0	0	0 0	0 1	0	0 0	0 0	0
Initial Vol:	0	486	0	0	407	0	0	0	0	0	0	0

Major Street Volume: 893
Minor Approach Volume: 0
Minor Approach Volume Threshold: 324

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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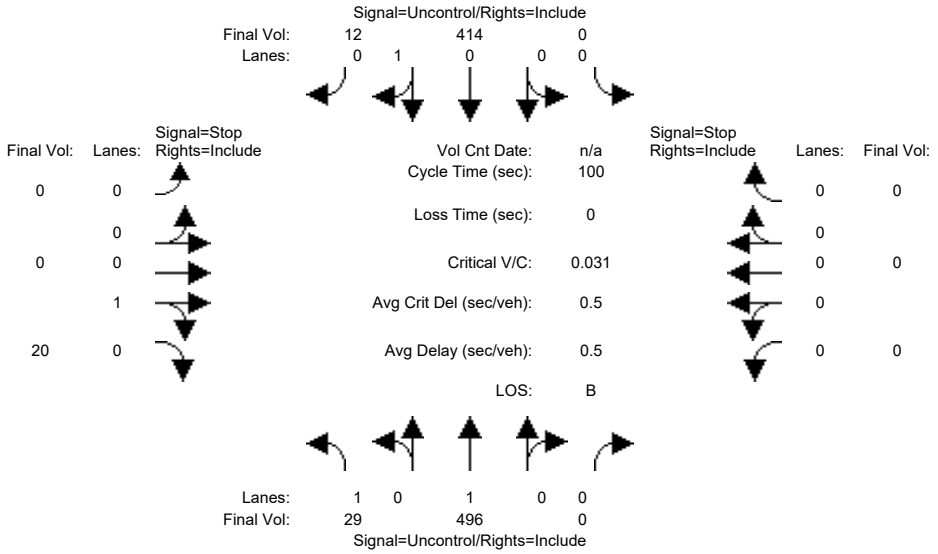
Alviso Hotel

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

Intersection #2: N 1st St/Bay Vista Dr



Street Name:	N 1st St						Bay Vista Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	297	0	0	349	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	297	0	0	349	0	0	0	0	0	0	0
Added Vol:	29	10	0	0	7	12	0	0	20	0	0	0
San Jose AT:	0	189	0	0	58	0	0	0	0	0	0	0
Initial Fut:	29	496	0	0	414	12	0	0	20	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	496	0	0	414	12	0	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	496	0	0	414	12	0	0	20	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	426	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	420	xxxx	xxxx	xxxxx
Potent Cap.:	1144	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	638	xxxx	xxxx	xxxxx
Move Cap.:	1144	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	638	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.8			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 N 1st St/Bay Vista Dr

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	0	0	0 0 0	1	0	0 0 0	0	1	0 0 0	0	0
Initial Vol:	29	496	0	0	414	12	0	0	20	0	0	0
ApproachDel:	xxxxxx			xxxxxx			10.8			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=971]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 N 1st St/Bay Vista Dr

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	0	0	0 0 0	1	0	0 0 0	0	1	0 0 0	0	0
Initial Vol:	29	496	0	0	414	12	0	0	20	0	0	0

Major Street Volume: 951
Minor Approach Volume: 20
Minor Approach Volume Threshold: 302

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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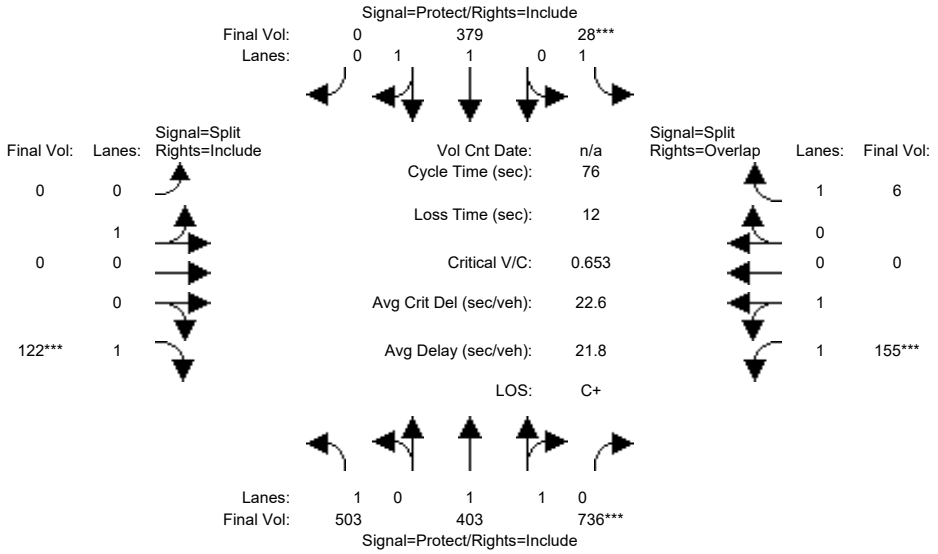
Alviso Hotel

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

Intersection #3: N 1st St/Nortech Pkwy



Street Name:	N 1st St						Nortech Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	294	224	26	323	0	0	0	0	75	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	294	224	26	323	0	0	0	0	75	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	496	109	512	2	56	0	0	0	122	80	0	3
Initial Fut:	503	403	736	28	379	0	0	0	122	155	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	503	403	736	28	379	0	0	0	122	155	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	403	736	28	379	0	0	0	122	155	0	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	503	403	736	28	379	0	0	0	122	155	0	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.95	0.95	0.92	0.93	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	1750	1900	1750	1750	3700	0	0	1800	1750	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.21	0.42	0.02	0.10	0.00	0.00	0.00	0.07	0.04	0.00	0.00
Crit Moves:			****	****					****	****		
Green Time:	32.5	40.3	40.3	7.0	14.9	0.0	0.0	0.0	6.7	10.0	0.0	17.0
Volume/Cap:	0.67	0.40	0.79	0.17	0.52	0.00	0.00	0.00	0.79	0.33	0.00	0.02
Delay/Veh:	19.9	10.7	17.6	32.3	28.1	0.0	0.0	0.0	57.9	30.4	0.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	10.7	17.6	32.3	28.1	0.0	0.0	0.0	57.9	30.4	0.0	23.0
LOS by Move:	B-	B+	B	C-	C	A	A	A	E+	C	A	C+
HCM2k95thQ:	20	11	30	2	9	0	0	0	10	4	0	0

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

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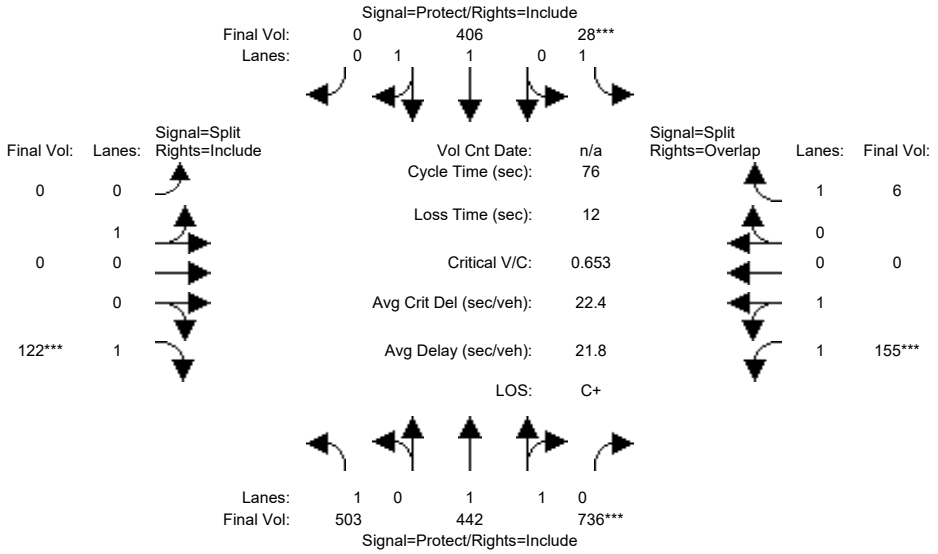
Alviso Hotel

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

Intersection #3: N 1st St/Nortech Pkwy



Street Name:	N 1st St						Nortech Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	294	224	26	323	0	0	0	0	75	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	294	224	26	323	0	0	0	0	75	0	3
Added Vol:	0	39	0	0	27	0	0	0	0	0	0	0
San Jose AT:	496	109	512	2	56	0	0	0	122	80	0	3
Initial Fut:	503	442	736	28	406	0	0	0	122	155	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	503	442	736	28	406	0	0	0	122	155	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	442	736	28	406	0	0	0	122	155	0	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	503	442	736	28	406	0	0	0	122	155	0	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.95	0.95	0.92	0.93	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	1750	1900	1750	1750	3700	0	0	1800	1750	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.23	0.42	0.02	0.11	0.00	0.00	0.00	0.07	0.04	0.00	0.00
Crit Moves:			****	****					****	****		
Green Time:	32.5	40.3	40.3	7.0	14.9	0.0	0.0	0.0	6.7	10.0	0.0	17.0
Volume/Cap:	0.67	0.44	0.79	0.17	0.56	0.00	0.00	0.00	0.79	0.33	0.00	0.02
Delay/Veh:	19.9	11.0	17.5	32.3	28.6	0.0	0.0	0.0	57.9	30.4	0.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	11.0	17.5	32.3	28.6	0.0	0.0	0.0	57.9	30.4	0.0	23.0
LOS by Move:	B-	B+	B	C-	C	A	A	A	E+	C	A	C+
HCM2k95thQ:	20	12	30	2	10	0	0	0	10	4	0	0

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

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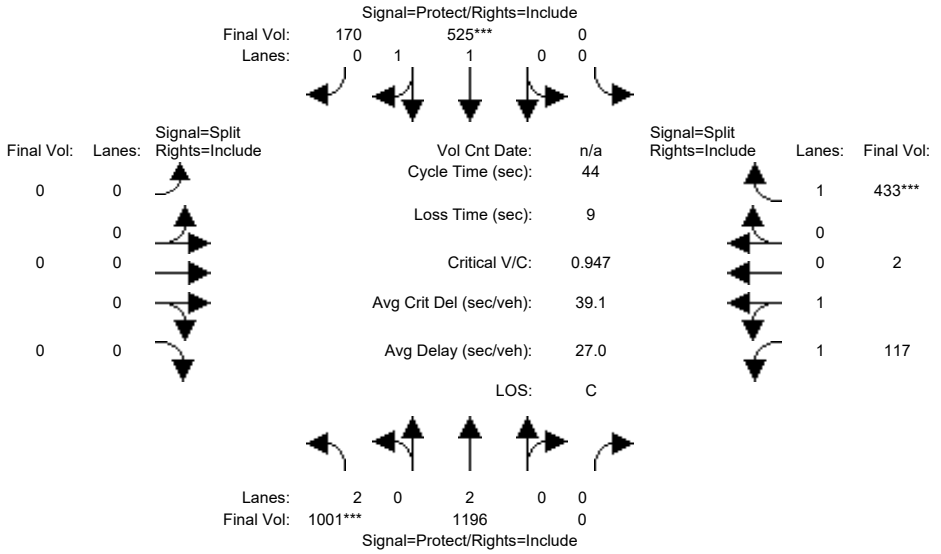
Alviso Hotel

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

Intersection #4: N 1st St/SR 237 WB Ramps



Street Name:	N 1st St						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	997	549	0	0	292	122	0	0	0	96	2	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	997	549	0	0	292	122	0	0	0	96	2	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	4	647	0	0	233	48	0	0	0	21	0	335
Initial Fut:	1001	1196	0	0	525	170	0	0	0	117	2	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1001	1196	0	0	525	170	0	0	0	117	2	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1001	1196	0	0	525	170	0	0	0	117	2	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1001	1196	0	0	525	170	0	0	0	117	2	433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.50	0.50	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	2794	905	0	0	0	3490	60	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.31	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.03	0.03	0.25
Crit Moves:	****				****							****
Green Time:	14.1	24.1	0.0	0.0	10.0	10.0	0.0	0.0	0.0	10.9	10.9	10.9
Volume/Cap:	0.99	0.58	0.00	0.00	0.83	0.83	0.00	0.00	0.00	0.13	0.13	0.99
Delay/Veh:	42.0	7.0	0.0	0.0	23.0	23.0	0.0	0.0	0.0	12.9	12.9	58.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	7.0	0.0	0.0	23.0	23.0	0.0	0.0	0.0	12.9	12.9	58.2
LOS by Move:	D	A	A	A	C+	C+	A	A	A	B	B	E+
HCM2k95thQ:	18	10	0	0	14	14	0	0	0	2	2	24

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

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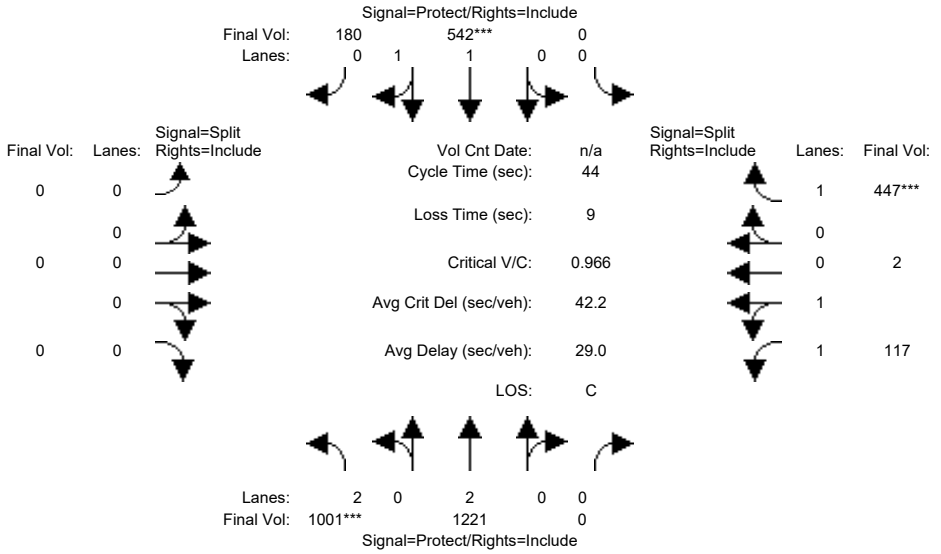
Alviso Hotel

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

Intersection #4: N 1st St/SR 237 WB Ramps



Street Name:	N 1st St						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	997	549	0	0	292	122	0	0	0	96	2	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	997	549	0	0	292	122	0	0	0	96	2	98
Added Vol:	0	25	0	0	17	10	0	0	0	0	0	14
San Jose AT:	4	647	0	0	233	48	0	0	0	21	0	335
Initial Fut:	1001	1221	0	0	542	180	0	0	0	117	2	447
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1001	1221	0	0	542	180	0	0	0	117	2	447
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1001	1221	0	0	542	180	0	0	0	117	2	447
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1001	1221	0	0	542	180	0	0	0	117	2	447
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.49	0.51	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	2777	922	0	0	0	3490	60	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.03	0.03	0.26
Crit Moves:	****				****							****
Green Time:	13.9	23.9	0.0	0.0	10.0	10.0	0.0	0.0	0.0	11.1	11.1	11.1
Volume/Cap:	1.01	0.59	0.00	0.00	0.86	0.86	0.00	0.00	0.00	0.13	0.13	1.01
Delay/Veh:	45.8	7.3	0.0	0.0	25.2	25.2	0.0	0.0	0.0	12.8	12.8	61.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	7.3	0.0	0.0	25.2	25.2	0.0	0.0	0.0	12.8	12.8	61.4
LOS by Move:	D	A	A	A	C	C	A	A	A	B	B	E
HCM2k95thQ:	18	10	0	0	16	16	0	0	0	2	2	25

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

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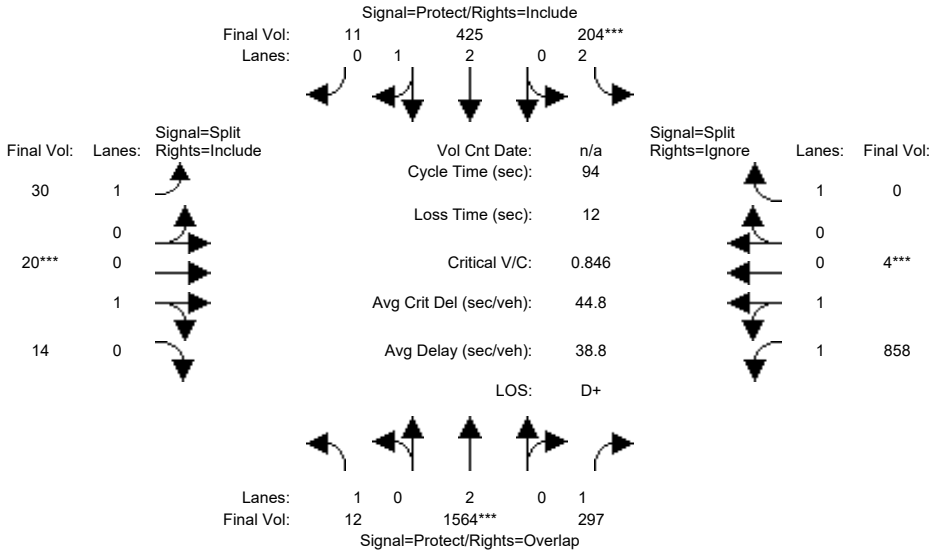
Alviso Hotel

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

Intersection #5: N 1st St/SR 237 EB Ramps



Street Name:	N 1st St						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	1033	282	111	257	6	23	17	14	745	3	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1033	282	111	257	6	23	17	14	745	3	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	531	15	93	168	5	7	3	0	113	1	181
Initial Fut:	12	1564	297	204	425	11	30	20	14	858	4	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	12	1564	297	204	425	11	30	20	14	858	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1564	297	204	425	11	30	20	14	858	4	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	12	1564	297	204	425	11	30	20	14	858	4	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.92	0.08	1.00	0.59	0.41	1.99	0.01	1.00
Final Sat.:	1750	3800	1750	3150	5459	141	1750	1059	741	3534	16	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.17	0.06	0.08	0.08	0.02	0.02	0.02	0.24	0.24	0.00
Crit Moves:		****		****				****			****	
Green Time:	19.7	40.9	65.0	7.0	28.2	28.2	10.0	10.0	10.0	24.1	24.1	0.0
Volume/Cap:	0.03	0.95	0.25	0.87	0.26	0.26	0.16	0.18	0.18	0.95	0.95	0.00
Delay/Veh:	29.6	37.3	5.5	70.6	25.1	25.1	38.6	38.7	38.7	52.5	52.5	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:	29.6	37.3	5.5	70.6	25.1	25.1	38.6	38.7	38.7	52.5	52.5	0.0
LOS by Move:	C	D+	A	E	C	C	D+	D+	D+	D-	D-	A
HCM2k95thQ:	1	44	7	7	6	6	2	2	2	31	31	0

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

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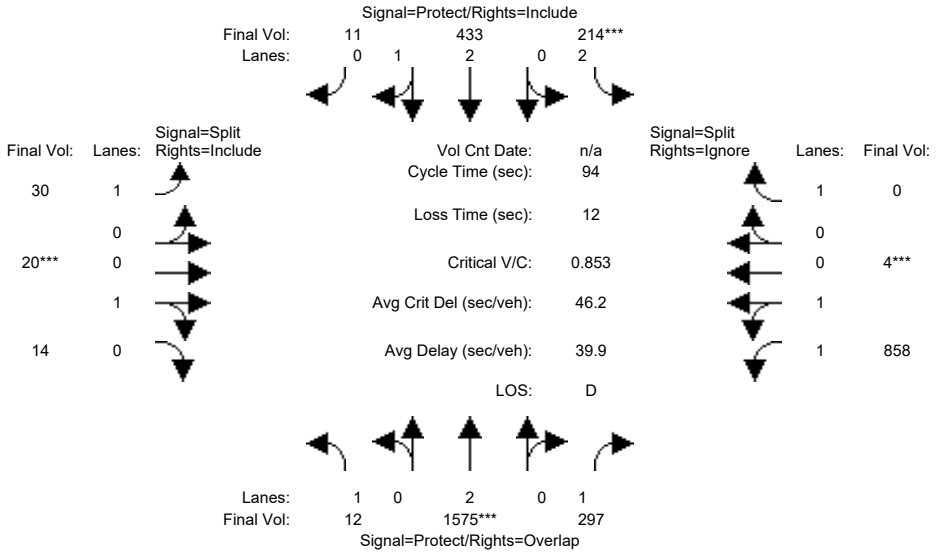
Alviso Hotel

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

Intersection #5: N 1st St/SR 237 EB Ramps



Street Name:	N 1st St						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	1033	282	111	257	6	23	17	14	745	3	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1033	282	111	257	6	23	17	14	745	3	148
Added Vol:	0	11	0	10	8	0	0	0	0	0	0	14
San Jose AT:	0	531	15	93	168	5	7	3	0	113	1	181
Initial Fut:	12	1575	297	214	433	11	30	20	14	858	4	343
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	12	1575	297	214	433	11	30	20	14	858	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1575	297	214	433	11	30	20	14	858	4	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	12	1575	297	214	433	11	30	20	14	858	4	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.92	0.08	1.00	0.59	0.41	1.99	0.01	1.00
Final Sat.:	1750	3800	1750	3150	5461	139	1750	1059	741	3534	16	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.17	0.07	0.08	0.08	0.02	0.02	0.02	0.24	0.24	0.00
Crit Moves:		****		****				****			****	
Green Time:	19.8	41.0	65.0	7.0	28.2	28.2	10.0	10.0	10.0	24.0	24.0	0.0
Volume/Cap:	0.03	0.95	0.25	0.91	0.26	0.26	0.16	0.18	0.18	0.95	0.95	0.00
Delay/Veh:	29.6	37.9	5.5	79.1	25.1	25.1	38.6	38.7	38.7	53.4	53.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	37.9	5.5	79.1	25.1	25.1	38.6	38.7	38.7	53.4	53.4	0.0
LOS by Move:	C	D+	A	E-	C	C	D+	D+	D+	D-	D-	A
HCM2k95thQ:	1	45	7	8	6	6	2	2	2	31	31	0

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

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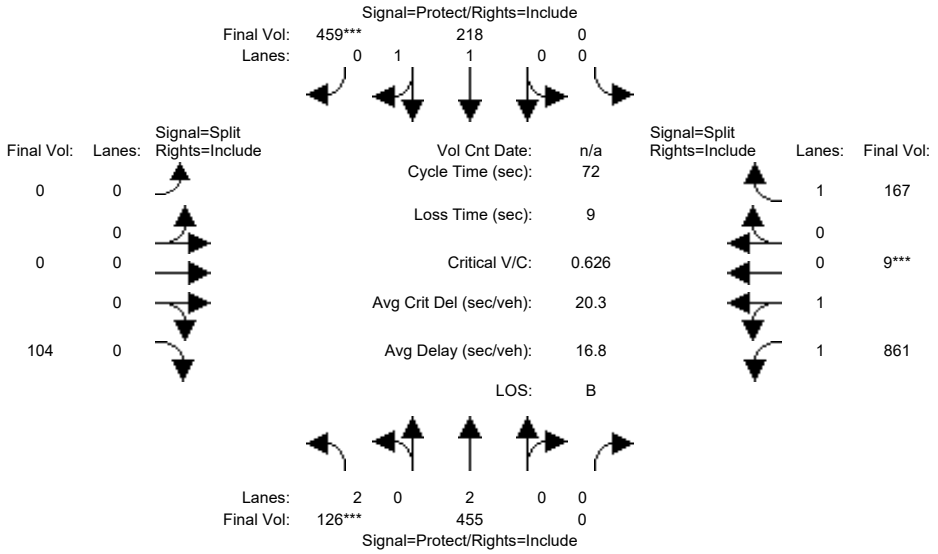
Alviso Hotel

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

Intersection #6: Great America Pkwy/SR 237 WB Ramps



Street Name:	Great America Pkwy						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	126	273	0	0	146	445	0	0	0	856	9	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	273	0	0	146	445	0	0	0	856	9	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	182	0	0	72	14	0	0	104	5	0	26
Initial Fut:	126	455	0	0	218	459	0	0	104	861	9	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	455	0	0	218	459	0	0	104	861	9	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	455	0	0	218	459	0	0	104	861	9	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	455	0	0	218	459	0	0	104	861	9	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.98	0.02	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3513	37	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.00	0.00	0.11	0.26	0.00	0.00	xxxx	0.25	0.25	0.10
Crit Moves:	****					****					****	
Green Time:	7.0	36.0	0.0	0.0	29.0	29.0	0.0	0.0	0.0	27.0	27.0	27.0
Volume/Cap:	0.41	0.24	0.00	0.00	0.29	0.65	0.00	0.00	xxxx	0.65	0.65	0.25
Delay/Veh:	31.5	10.3	0.0	0.0	14.6	18.9	0.0	0.0	0.0	19.8	19.8	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	10.3	0.0	0.0	14.6	18.9	0.0	0.0	0.0	19.8	19.8	15.7
LOS by Move:	C	B+	A	A	B	B-	A	A	A	B-	B-	B
HCM2k95thQ:	3	6	0	0	7	18	0	0	4	18	18	6

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

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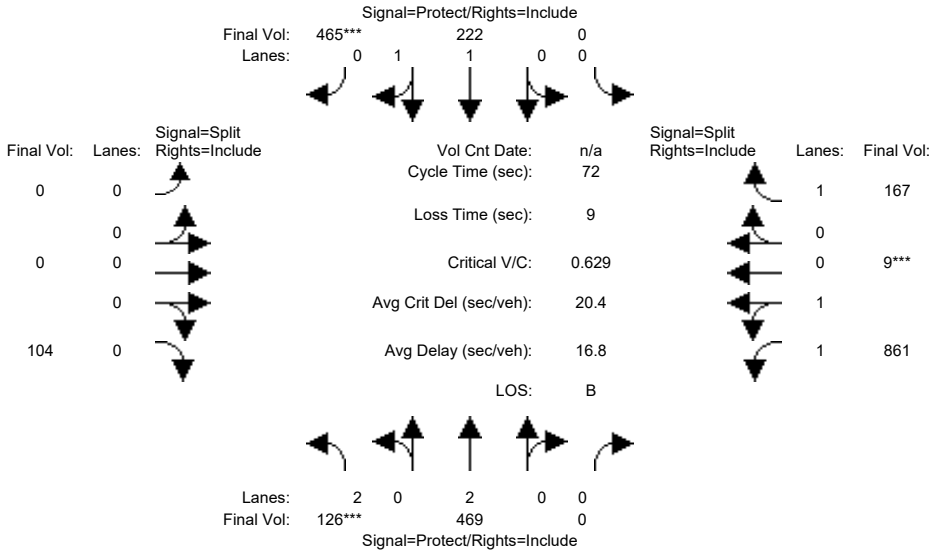
Alviso Hotel

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

Intersection #6: Great America Pkwy/SR 237 WB Ramps



Street Name:	Great America Pkwy						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	126	273	0	0	146	445	0	0	0	856	9	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	273	0	0	146	445	0	0	0	856	9	141
Added Vol:	0	14	0	0	4	6	0	0	0	0	0	0
San Jose AT:	0	182	0	0	72	14	0	0	104	5	0	26
Initial Fut:	126	469	0	0	222	465	0	0	104	861	9	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	469	0	0	222	465	0	0	104	861	9	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	469	0	0	222	465	0	0	104	861	9	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	469	0	0	222	465	0	0	104	861	9	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.98	0.02	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3513	37	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.00	0.00	0.12	0.27	0.00	0.00	xxxx	0.25	0.25	0.10
Crit Moves:	****					****					****	
Green Time:	7.0	36.1	0.0	0.0	29.1	29.1	0.0	0.0	0.0	26.9	26.9	26.9
Volume/Cap:	0.41	0.25	0.00	0.00	0.29	0.66	0.00	0.00	xxxx	0.66	0.66	0.26
Delay/Veh:	31.5	10.3	0.0	0.0	14.5	18.9	0.0	0.0	0.0	20.0	20.0	15.8
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	10.3	0.0	0.0	14.5	18.9	0.0	0.0	0.0	20.0	20.0	15.8
LOS by Move:	C	B+	A	A	B	B-	A	A	A	B-	B-	B
HCM2k95thQ:	3	6	0	0	7	18	0	0	4	18	18	6

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

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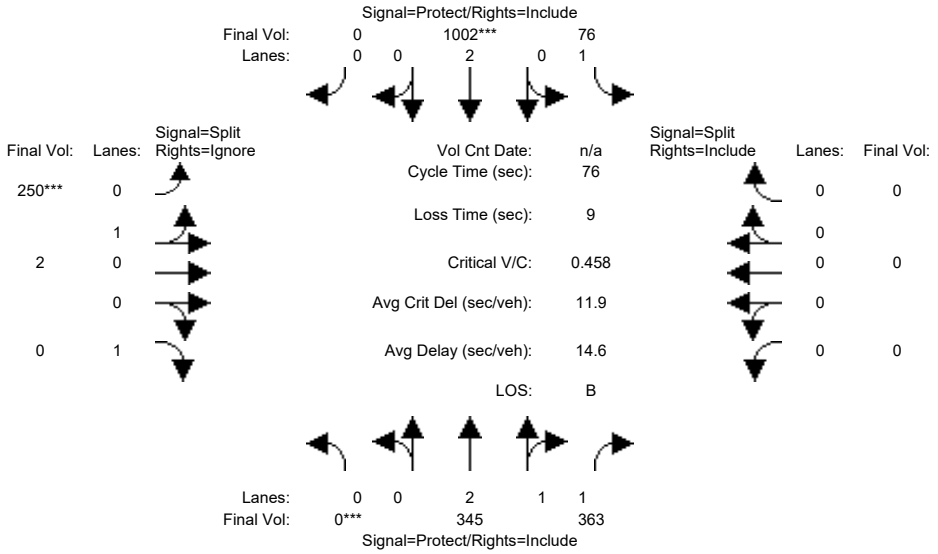
Alviso Hotel

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

Intersection #7: Great America Pkwy/SR 237 EB Ramps



Street Name:	Great America Pkwy						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	217	361	45	955	0	193	2	454	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	217	361	45	955	0	193	2	454	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	128	2	31	47	0	57	0	5	0	0	0
Initial Fut:	0	345	363	76	1002	0	250	2	459	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	345	363	76	1002	0	250	2	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	345	363	76	1002	0	250	2	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	345	363	76	1002	0	250	2	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1786	14	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.10	0.04	0.26	0.00	0.14	0.14	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	25.7	25.7	18.0	43.8	0.0	23.2	23.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.27	0.31	0.18	0.46	0.00	0.46	0.46	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.3	18.6	23.3	9.4	0.0	21.9	21.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.3	18.6	23.3	9.4	0.0	21.9	21.9	0.0	0.0	0.0	0.0
LOS by Move:	A	B-	B-	C	A	A	C+	C+	A	A	A	A
HCM2k95thQ:	0	6	7	3	13	0	10	10	0	0	0	0

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

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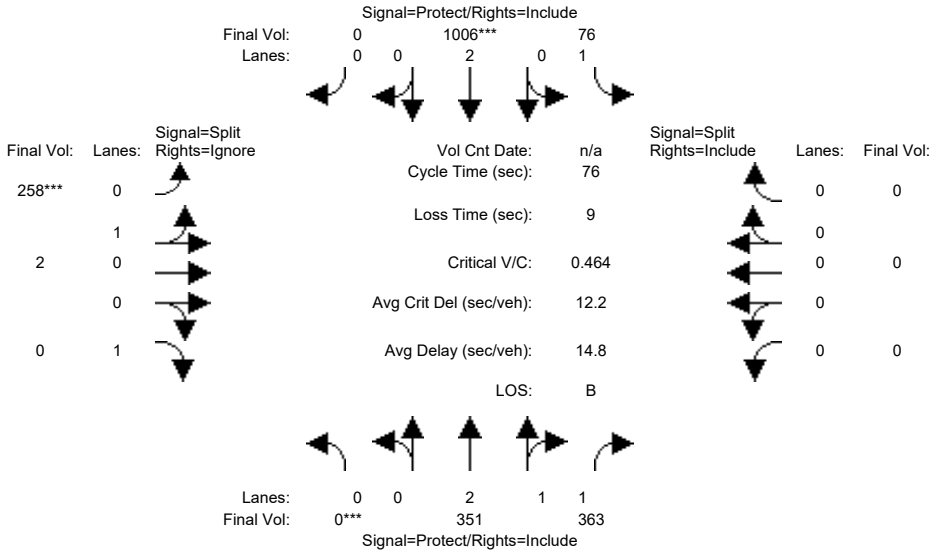
Alviso Hotel

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

Intersection #7: Great America Pkwy/SR 237 EB Ramps



Street Name:	Great America Pkwy						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	217	361	45	955	0	193	2	454	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	217	361	45	955	0	193	2	454	0	0	0
Added Vol:	0	6	0	0	4	0	8	0	0	0	0	0
San Jose AT:	0	128	2	31	47	0	57	0	5	0	0	0
Initial Fut:	0	351	363	76	1006	0	258	2	459	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	351	363	76	1006	0	258	2	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	351	363	76	1006	0	258	2	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	351	363	76	1006	0	258	2	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1786	14	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.10	0.04	0.26	0.00	0.14	0.14	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	25.5	25.5	17.8	43.3	0.0	23.7	23.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.28	0.31	0.18	0.46	0.00	0.46	0.46	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.5	18.8	23.5	9.7	0.0	21.7	21.7	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.5	18.8	23.5	9.7	0.0	21.7	21.7	0.0	0.0	0.0	0.0
LOS by Move:	A	B-	B-	C	A	A	C+	C+	A	A	A	A
HCM2k95thQ:	0	6	7	3	13	0	11	11	0	0	0	0

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

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Alviso Hotel

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background AM				Background PP AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	N 1st St/Trinity Park Dr	B	16.8	0.222	19.3	B	17.8	0.243	+ 0.021	19.4	+ 0.1
#2	N 1st St/Bay Vista Dr	A	0.0	0.000	0.0	B	0.5	0.031	+ 0.031	0.5	+ 0.5
#3	N 1st St/Nortech Pkwy	C+	21.8	0.653	22.6	C+	21.8	0.653	+ 0.000	22.4	- 0.2
#4	N 1st St/SR 237 WB Ramps	C	27.0	0.947	39.1	C	29.0	0.966	+ 0.019	42.2	+ 3.1
#5	N 1st St/SR 237 EB Ramps	D+	38.8	0.846	44.8	D	39.9	0.853	+ 0.007	46.2	+ 1.4
#6	Great America Pkwy/SR 237 WB Ramps	B	16.8	0.626	20.3	B	16.8	0.629	+ 0.004	20.4	+ 0.1
#7	Great America Pkwy/SR 237 EB Ramps	B	14.6	0.458	11.9	B	14.8	0.464	+ 0.006	12.2	+ 0.2

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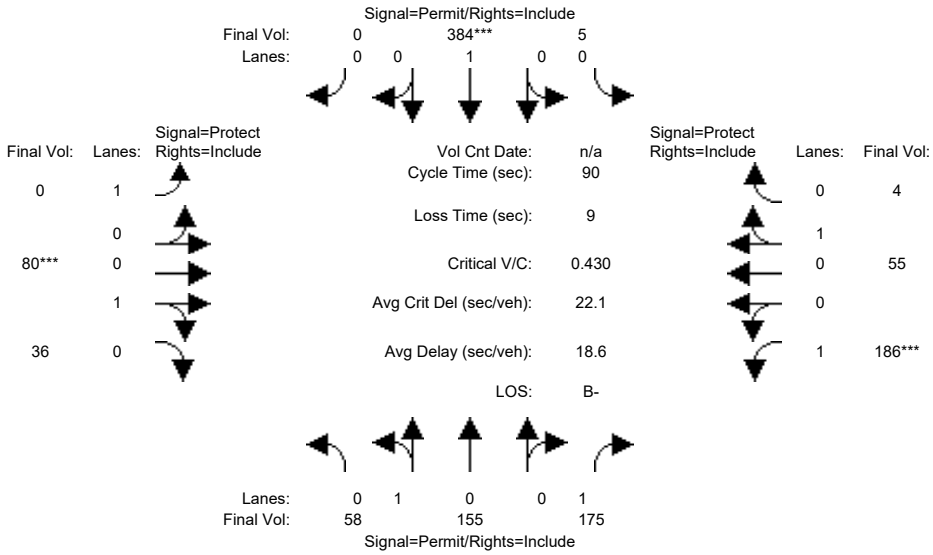
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #1: N 1st St/Trinity Park Dr



Street Name:	N 1st St						Trinity Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	155	21	5	384	0	0	0	0	6	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	155	21	5	384	0	0	0	0	6	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	58	0	154	0	0	0	0	80	36	180	55	0
Initial Fut:	58	155	175	5	384	0	0	80	36	186	55	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	155	175	5	384	0	0	80	36	186	55	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	155	175	5	384	0	0	80	36	186	55	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	155	175	5	384	0	0	80	36	186	55	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.27	0.73	1.00	0.01	0.99	0.00	1.00	0.69	0.31	1.00	0.93	0.07
Final Sat.:	490	1310	1750	23	1777	0	1750	1241	559	1750	1678	122
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.10	0.22	0.22	0.00	0.00	0.06	0.06	0.11	0.03	0.03
Crit Moves:					****			****		****		
Green Time:	45.3	45.3	45.3	45.3	45.3	0.0	0.0	13.5	13.5	22.3	35.7	35.7
Volume/Cap:	0.24	0.24	0.20	0.43	0.43	0.00	0.00	0.43	0.43	0.43	0.08	0.08
Uniform Del:	12.6	12.6	12.4	14.2	14.2	0.0	0.0	34.8	34.8	28.5	16.9	16.9
IncremntDel:	0.1	0.1	0.1	0.3	0.3	0.0	0.0	1.1	1.1	0.7	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	12.8	12.8	12.5	14.5	14.5	0.0	0.0	35.9	35.9	29.2	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	12.8	12.5	14.5	14.5	0.0	0.0	35.9	35.9	29.2	17.0	17.0
LOS by Move:	B	B	B	B	B	A	A	D+	D+	C	B	B
HCM2k95thQ:	7	7	6	14	14	0	0	7	7	10	2	2

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

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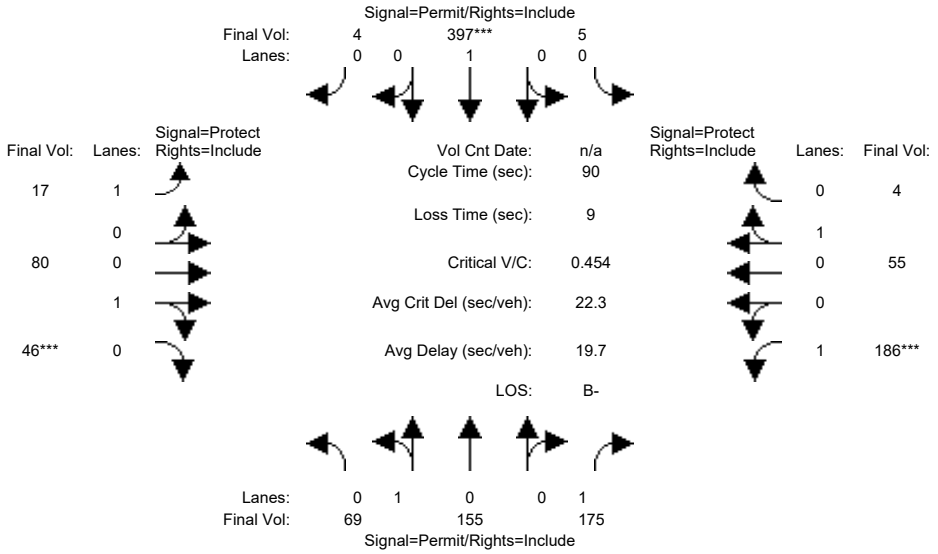
Alviso Hotel

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

Intersection #1: N 1st St/Trinity Park Dr



Street Name:	N 1st St						Trinity Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	155	21	5	384	0	0	0	0	6	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	155	21	5	384	0	0	0	0	6	0	4
Added Vol:	11	0	0	0	13	4	17	0	10	0	0	0
San Jose AT:	58	0	154	0	0	0	0	80	36	180	55	0
Initial Fut:	69	155	175	5	397	4	17	80	46	186	55	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	155	175	5	397	4	17	80	46	186	55	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	155	175	5	397	4	17	80	46	186	55	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	155	175	5	397	4	17	80	46	186	55	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.31	0.69	1.00	0.01	0.98	0.01	1.00	0.63	0.37	1.00	0.93	0.07
Final Sat.:	554	1246	1750	22	1711	17	1750	1143	657	1750	1678	122
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.10	0.23	0.23	0.23	0.01	0.07	0.07	0.11	0.03	0.03
Crit Moves:					****				****	****		
Green Time:	46.0	46.0	46.0	46.0	46.0	46.0	24.6	13.9	13.9	21.1	10.4	10.4
Volume/Cap:	0.24	0.24	0.20	0.45	0.45	0.45	0.04	0.45	0.45	0.45	0.28	0.28
Delay/Veh:	12.4	12.4	12.0	14.4	14.4	14.4	24.0	35.8	35.8	30.3	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	12.4	12.0	14.4	14.4	14.4	24.0	35.8	35.8	30.3	37.2	37.2
LOS by Move:	B	B	B	B	B	B	C	D+	D+	C	D+	D+
HCM2k95thQ:	7	7	6	15	15	15	1	8	8	10	4	4

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

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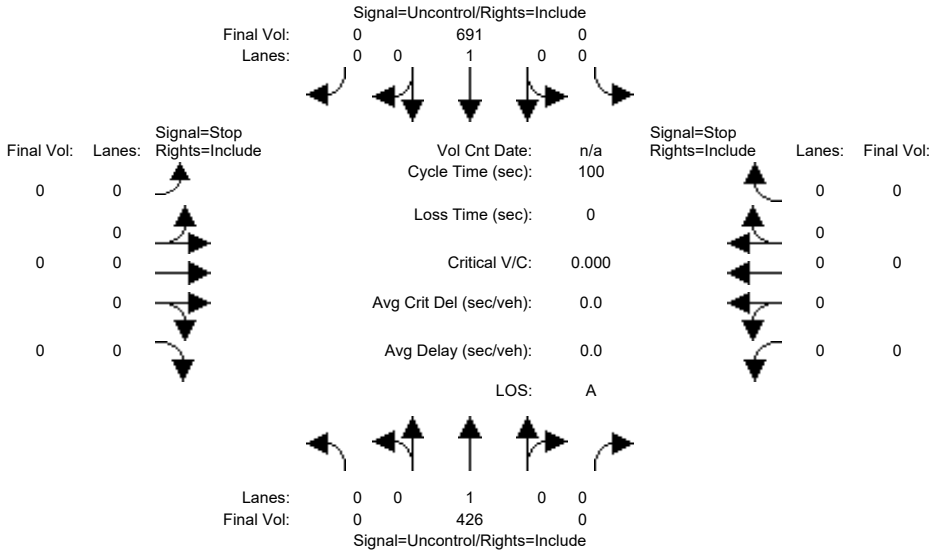
Alviso Hotel

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

Intersection #2: N 1st St/Bay Vista Dr



Street Name:	N 1st St						Bay Vista Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	191	0	0	442	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	191	0	0	442	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	235	0	0	249	0	0	0	0	0	0	0
Initial Fut:	0	426	0	0	691	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	426	0	0	691	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	426	0	0	691	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 N 1st St/Bay Vista Dr

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1	0	0	0 0 1	0	0	0 0 0	0	0	0 0 0	0	0
Initial Vol:	0	426	0	0	691	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 N 1st St/Bay Vista Dr

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1	0	0	0 0 1	0	0	0 0 0	0	0	0 0 0	0	0
Initial Vol:	0	426	0	0	691	0	0	0	0	0	0	0

Major Street Volume: 1117
Minor Approach Volume: 0
Minor Approach Volume Threshold: 190

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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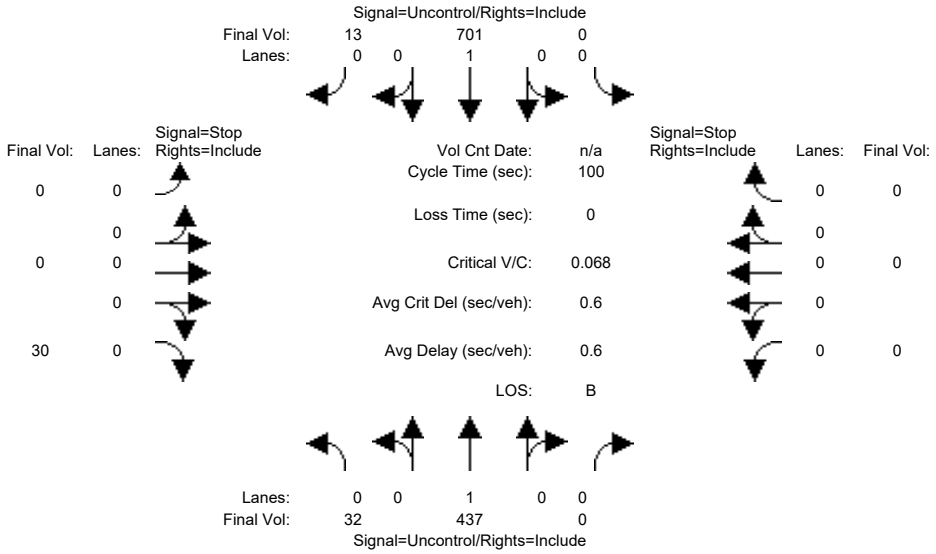
Alviso Hotel

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

Intersection #2: N 1st St/Bay Vista Dr



Street Name:	N 1st St						Bay Vista Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	191	0	0	442	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	191	0	0	442	0	0	0	0	0	0	0
Added Vol:	32	11	0	0	10	13	0	0	30	0	0	0
San Jose AT:	0	235	0	0	249	0	0	0	0	0	0	0
Initial Fut:	32	437	0	0	701	13	0	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	437	0	0	701	13	0	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	437	0	0	701	13	0	0	30	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	714	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	708	xxxx	xxxx	xxxxx
Potent Cap.:	895	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	438	xxxx	xxxx	xxxxx
Move Cap.:	895	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	438	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.8			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 N 1st St/Bay Vista Dr

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0 0	0 1		0 0 0	0 0	
Initial Vol:	32	437	0	0	701	13	0	0	30	0	0	0
ApproachDel:	xxxxxx			xxxxxx			13.8			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1213]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 N 1st St/Bay Vista Dr

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0 0	0 1		0 0 0	0 0	
Initial Vol:	32	437	0	0	701	13	0	0	30	0	0	0

Major Street Volume: 1183
Minor Approach Volume: 30
Minor Approach Volume Threshold: 175

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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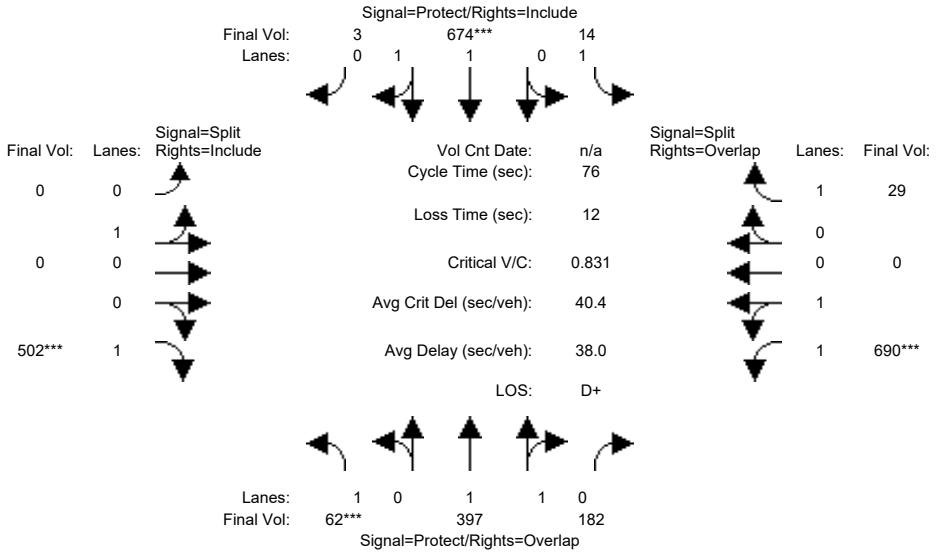
Alviso Hotel

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

Intersection #3: N 1st St/Nortech Pkwy



Street Name:	N 1st St						Nortech Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	165	87	11	428	3	0	0	12	234	0	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	165	87	11	428	3	0	0	12	234	0	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	55	232	95	3	246	0	0	0	490	456	0	3
Initial Fut:	62	397	182	14	674	3	0	0	502	690	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	397	182	14	674	3	0	0	502	690	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	397	182	14	674	3	0	0	502	690	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	397	182	14	674	3	0	0	502	690	0	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.93	1.00	0.92
Lanes:	1.00	1.35	0.65	1.00	1.99	0.01	0.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	1750	2536	1163	1750	3684	16	0	1800	1750	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.01	0.18	0.18	0.00	0.00	0.29	0.19	0.00	0.02
Crit Moves:	****				****				****	****		
Green Time:	7.0	14.3	31.0	8.4	15.7	15.7	0.0	0.0	24.6	16.7	0.0	25.1
Volume/Cap:	0.38	0.83	0.38	0.07	0.89	0.89	0.00	0.00	0.89	0.89	0.00	0.05
Uniform Del:	32.5	29.7	15.8	30.3	29.3	29.3	0.0	0.0	24.4	28.7	0.0	17.3
IncremntDel:	1.5	8.5	0.2	0.2	12.1	12.1	0.0	0.0	15.4	11.9	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	34.0	38.2	16.0	30.5	41.3	41.3	0.0	0.0	39.8	40.6	0.0	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	38.2	16.0	30.5	41.3	41.3	0.0	0.0	39.8	40.6	0.0	17.4
LOS by Move:	C-	D+	B	C	D	D	A	A	D	D	A	B
HCM2k95thQ:	4	18	10	1	21	21	0	0	28	22	0	1

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

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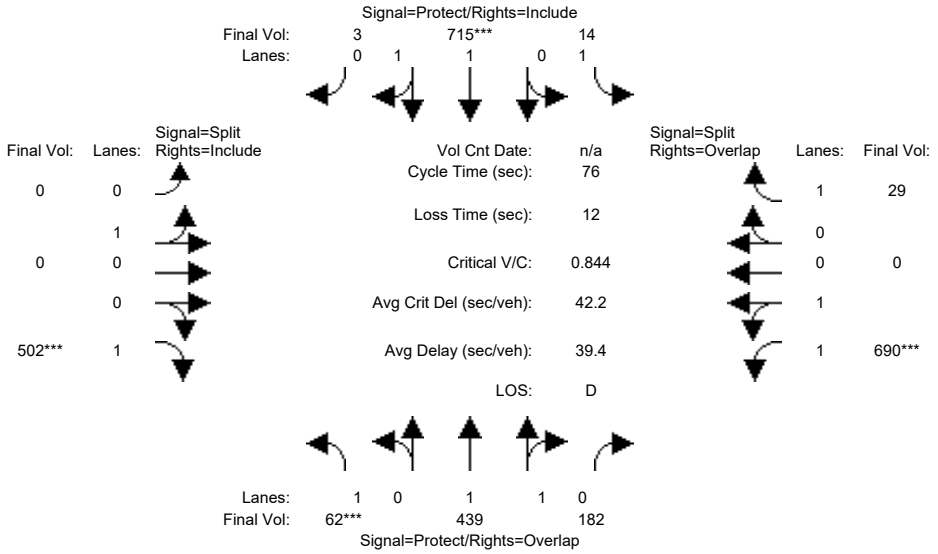
Alviso Hotel

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

Intersection #3: N 1st St/Nortech Pkwy



Street Name:	N 1st St						Nortech Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	165	87	11	428	3	0	0	12	234	0	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	165	87	11	428	3	0	0	12	234	0	26
Added Vol:	0	42	0	0	41	0	0	0	0	0	0	0
San Jose AT:	55	232	95	3	246	0	0	0	490	456	0	3
Initial Fut:	62	439	182	14	715	3	0	0	502	690	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	439	182	14	715	3	0	0	502	690	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	439	182	14	715	3	0	0	502	690	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	439	182	14	715	3	0	0	502	690	0	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.93	1.00	0.92
Lanes:	1.00	1.40	0.60	1.00	1.99	0.01	0.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	1750	2615	1084	1750	3685	15	0	1800	1750	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.01	0.19	0.19	0.00	0.00	0.29	0.19	0.00	0.02
Crit Moves:	****				****				****	****		
Green Time:	7.0	15.1	31.5	8.3	16.4	16.4	0.0	0.0	24.2	16.4	0.0	24.7
Volume/Cap:	0.38	0.85	0.41	0.07	0.90	0.90	0.00	0.00	0.90	0.90	0.00	0.05
Delay/Veh:	34.0	38.2	15.8	30.6	42.3	42.3	0.0	0.0	42.3	42.7	0.0	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	38.2	15.8	30.6	42.3	42.3	0.0	0.0	42.3	42.7	0.0	17.7
LOS by Move:	C-	D+	B	C	D	D	A	A	D	D	A	B
HCM2k95thQ:	4	19	11	1	22	22	0	0	28	22	0	1

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

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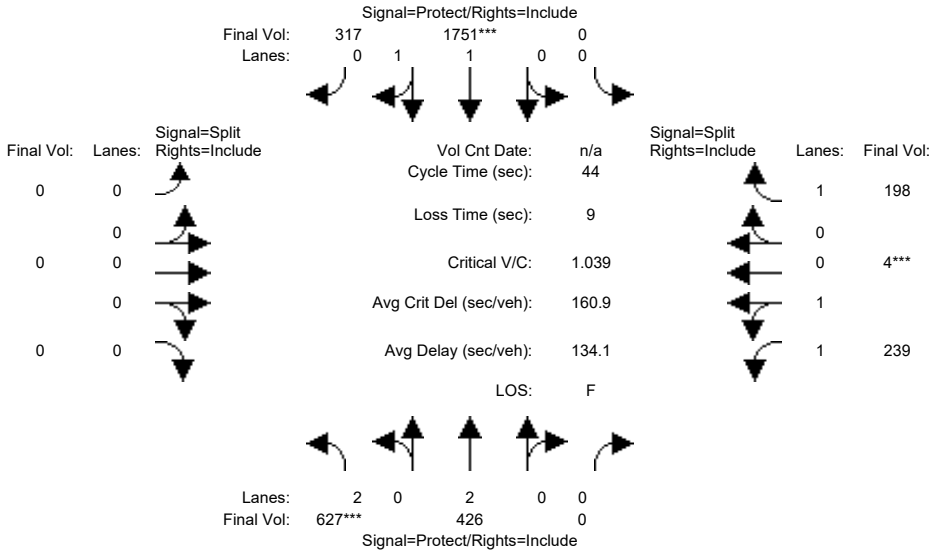
Alviso Hotel

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

Intersection #4: N 1st St/SR 237 WB Ramps



Street Name:	N 1st St						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	612	108	0	0	866	117	0	0	0	231	4	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	612	108	0	0	866	117	0	0	0	231	4	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	15	318	0	0	885	200	0	0	0	8	0	107
Initial Fut:	627	426	0	0	1751	317	0	0	0	239	4	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	627	426	0	0	1751	317	0	0	0	239	4	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	627	426	0	0	1751	317	0	0	0	239	4	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	627	426	0	0	1751	317	0	0	0	239	4	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.68	0.32	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	3132	567	0	0	0	3492	58	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.11	0.00	0.00	0.56	0.56	0.00	0.00	0.00	0.07	0.07	0.11
Crit Moves:	****				****						****	
Green Time:	7.0	25.0	0.0	0.0	18.0	18.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	1.25	0.20	0.00	0.00	1.37	1.37	0.00	0.00	0.00	0.30	0.30	0.50
Uniform Del:	18.5	4.6	0.0	0.0	13.0	13.0	0.0	0.0	0.0	14.1	14.1	14.8
IncremntDel:	128.7	0.0	0.0	0.0	169	169.2	0.0	0.0	0.0	0.2	0.2	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	147.2	4.7	0.0	0.0	182	182.2	0.0	0.0	0.0	14.3	14.3	15.8
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:	147.2	4.7	0.0	0.0	182	182.2	0.0	0.0	0.0	14.3	14.3	15.8
LOS by Move:	F	A	A	A	F	F	A	A	A	B	B	B
HCM2k95thQ:	25	3	0	0	80	80	0	0	0	4	4	6

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

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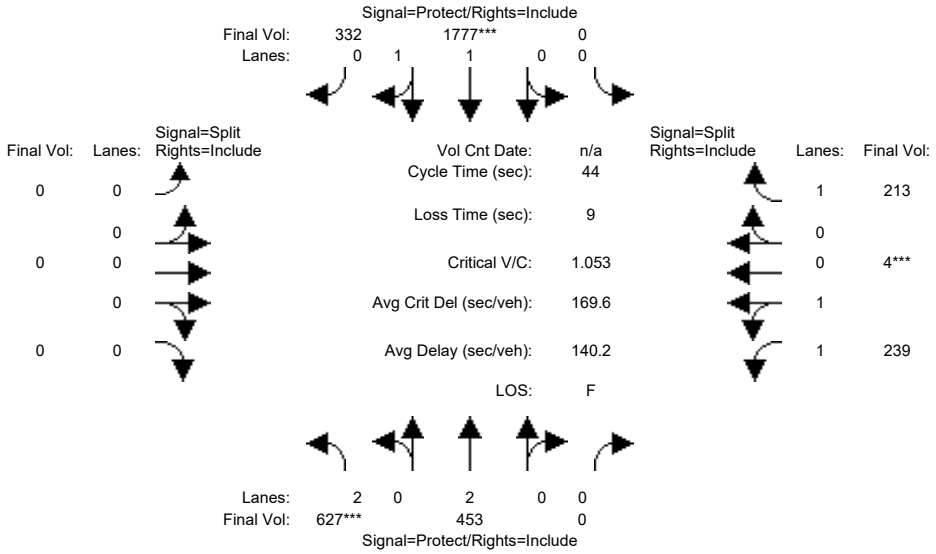
Alviso Hotel

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

Intersection #4: N 1st St/SR 237 WB Ramps



Street Name:	N 1st St						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	612	108	0	0	866	117	0	0	0	231	4	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	612	108	0	0	866	117	0	0	0	231	4	91
Added Vol:	0	27	0	0	26	15	0	0	0	0	0	15
San Jose AT:	15	318	0	0	885	200	0	0	0	8	0	107
Initial Fut:	627	453	0	0	1777	332	0	0	0	239	4	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	627	453	0	0	1777	332	0	0	0	239	4	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	627	453	0	0	1777	332	0	0	0	239	4	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	627	453	0	0	1777	332	0	0	0	239	4	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.68	0.32	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	3150	3800	0	0	3117	582	0	0	0	3492	58	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.12	0.00	0.00	0.57	0.57	0.00	0.00	0.00	0.07	0.07	0.12
Crit Moves:	****				****						****	
Green Time:	7.0	25.0	0.0	0.0	18.0	18.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	1.25	0.21	0.00	0.00	1.39	1.39	0.00	0.00	0.00	0.30	0.30	0.54
Delay/Veh:	147.2	4.7	0.0	0.0	194	194.2	0.0	0.0	0.0	14.3	14.3	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	147.2	4.7	0.0	0.0	194	194.2	0.0	0.0	0.0	14.3	14.3	16.4
LOS by Move:	F	A	A	A	F	F	A	A	A	B	B	B
HCM2k95thQ:	25	3	0	0	84	84	0	0	0	4	4	7

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

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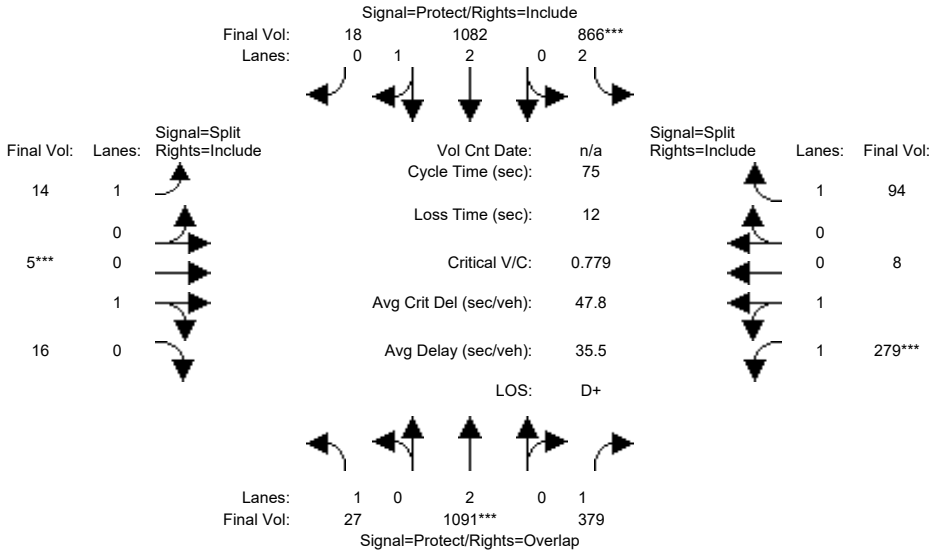
Alviso Hotel

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

Intersection #5: N 1st St/SR 237 EB Ramps



Street Name:	N 1st St						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	26	712	343	530	529	8	5	5	14	207	7	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	712	343	530	529	8	5	5	14	207	7	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	1	379	36	336	553	10	9	0	2	72	1	83
Initial Fut:	27	1091	379	866	1082	18	14	5	16	279	8	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1091	379	866	1082	18	14	5	16	279	8	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1091	379	866	1082	18	14	5	16	279	8	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1091	379	866	1082	18	14	5	16	279	8	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.95	0.05	1.00	0.24	0.76	1.95	0.05	1.00
Final Sat.:	1750	3800	1750	3150	5508	92	1750	429	1371	3451	99	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.22	0.27	0.20	0.20	0.01	0.01	0.01	0.08	0.08	0.05
Crit Moves:		****		****				****		****		
Green Time:	13.9	22.0	32.0	21.0	29.1	29.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.08	0.98	0.51	0.98	0.51	0.51	0.06	0.09	0.09	0.61	0.61	0.40
Uniform Del:	25.3	26.3	15.8	26.8	17.4	17.4	28.4	28.5	28.5	30.6	30.6	29.8
IncremntDel:	0.1	22.2	0.6	25.4	0.2	0.2	0.1	0.2	0.2	2.3	2.3	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.4	48.5	16.3	52.2	17.6	17.6	28.5	28.7	28.7	32.9	32.9	30.9
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:	25.4	48.5	16.3	52.2	17.6	17.6	28.5	28.7	28.7	32.9	32.9	30.9
LOS by Move:	C	D	B	D-	B	B	C	C	C	C-	C-	C
HCM2k95thQ:	1	32	14	21	12	12	1	1	1	9	9	5

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

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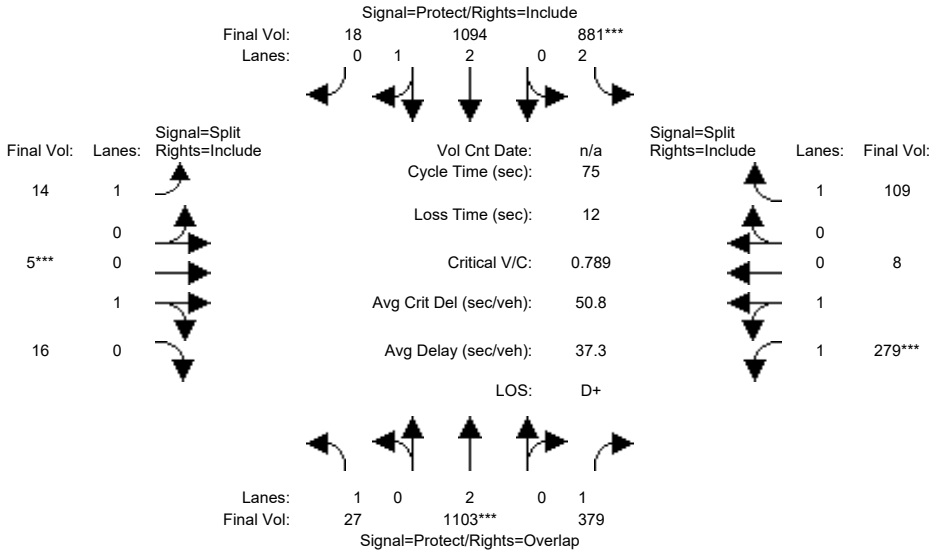
Alviso Hotel

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

Intersection #5: N 1st St/SR 237 EB Ramps



Street Name:	N 1st St						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	26	712	343	530	529	8	5	5	14	207	7	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	712	343	530	529	8	5	5	14	207	7	11
Added Vol:	0	12	0	15	12	0	0	0	0	0	0	15
San Jose AT:	1	379	36	336	553	10	9	0	2	72	1	83
Initial Fut:	27	1103	379	881	1094	18	14	5	16	279	8	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1103	379	881	1094	18	14	5	16	279	8	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1103	379	881	1094	18	14	5	16	279	8	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1103	379	881	1094	18	14	5	16	279	8	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.95	0.05	1.00	0.24	0.76	1.95	0.05	1.00
Final Sat.:	1750	3800	1750	3150	5509	91	1750	429	1371	3451	99	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.22	0.28	0.20	0.20	0.01	0.01	0.01	0.08	0.08	0.06
Crit Moves:		****		****				****		****		
Green Time:	13.7	21.9	31.9	21.1	29.3	29.3	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.08	0.99	0.51	0.99	0.51	0.51	0.06	0.09	0.09	0.61	0.61	0.47
Delay/Veh:	25.5	52.0	16.4	55.6	17.6	17.6	28.5	28.7	28.7	32.9	32.9	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	52.0	16.4	55.6	17.6	17.6	28.5	28.7	28.7	32.9	32.9	31.5
LOS by Move:	C	D-	B	E+	B	B	C	C	C	C-	C-	C
HCM2k95thQ:	1	33	14	22	12	12	1	1	1	9	9	6

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

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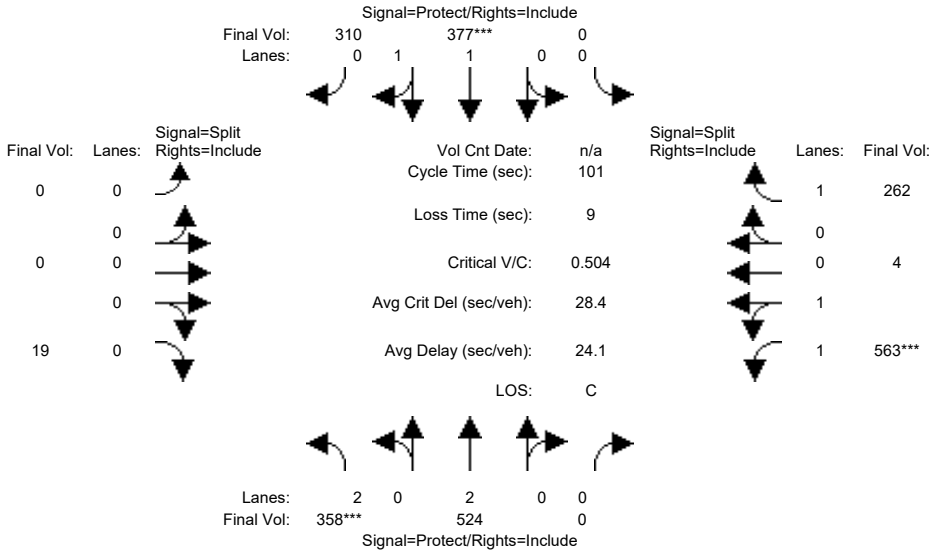
Alviso Hotel

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

Intersection #6: Great America Pkwy/SR 237 WB Ramps



Street Name:	Great America Pkwy						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	357	432	0	0	126	249	0	0	0	553	3	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	357	432	0	0	126	249	0	0	0	553	3	226
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	1	92	0	0	251	61	0	0	19	10	1	36
Initial Fut:	358	524	0	0	377	310	0	0	19	563	4	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	358	524	0	0	377	310	0	0	19	563	4	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	524	0	0	377	310	0	0	19	563	4	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	524	0	0	377	310	0	0	19	563	4	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.07	0.93	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	2029	1669	0	0	0	3525	25	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.00	0.00	0.19	0.19	0.00	0.00	xxxx	0.16	0.16	0.15
Crit Moves:	****				****					****		
Green Time:	22.8	60.0	0.0	0.0	37.2	37.2	0.0	0.0	0.0	32.0	32.0	32.0
Volume/Cap:	0.50	0.23	0.00	0.00	0.50	0.50	0.00	0.00	xxxx	0.50	0.50	0.47
Uniform Del:	34.2	9.7	0.0	0.0	24.7	24.7	0.0	0.0	0.0	28.0	28.0	27.7
IncremntDel:	0.6	0.1	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.4	0.4	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	34.8	9.7	0.0	0.0	25.0	25.0	0.0	0.0	0.0	28.4	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	9.7	0.0	0.0	25.0	25.0	0.0	0.0	0.0	28.4	28.4	28.4
LOS by Move:	C-	A	A	A	C	C	A	A	A	C	C	C
HCM2k95thQ:	11	7	0	0	16	16	0	0	1	15	15	14

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

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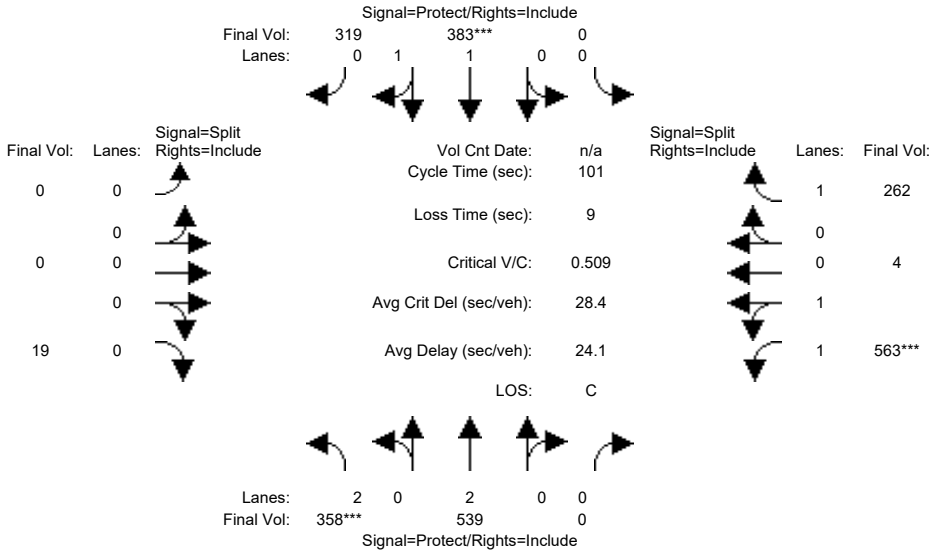
Alviso Hotel

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

Intersection #6: Great America Pkwy/SR 237 WB Ramps



Street Name:	Great America Pkwy						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	357	432	0	0	126	249	0	0	0	553	3	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	357	432	0	0	126	249	0	0	0	553	3	226
Added Vol:	0	15	0	0	6	9	0	0	0	0	0	0
San Jose AT:	1	92	0	0	251	61	0	0	19	10	1	36
Initial Fut:	358	539	0	0	383	319	0	0	19	563	4	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	358	539	0	0	383	319	0	0	19	563	4	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	539	0	0	383	319	0	0	19	563	4	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	539	0	0	383	319	0	0	19	563	4	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.07	0.93	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	2017	1680	0	0	0	3525	25	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.00	0.00	0.19	0.19	0.00	0.00	xxxx	0.16	0.16	0.15
Crit Moves:	****				****					****		
Green Time:	22.6	60.3	0.0	0.0	37.7	37.7	0.0	0.0	0.0	31.7	31.7	31.7
Volume/Cap:	0.51	0.24	0.00	0.00	0.51	0.51	0.00	0.00	xxxx	0.51	0.51	0.48
Delay/Veh:	35.0	9.6	0.0	0.0	24.8	24.8	0.0	0.0	0.0	28.7	28.7	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	9.6	0.0	0.0	24.8	24.8	0.0	0.0	0.0	28.7	28.7	28.6
LOS by Move:	C-	A	A	A	C	C	A	A	A	C	C	C
HCM2k95thQ:	11	8	0	0	17	17	0	0	1	15	15	14

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

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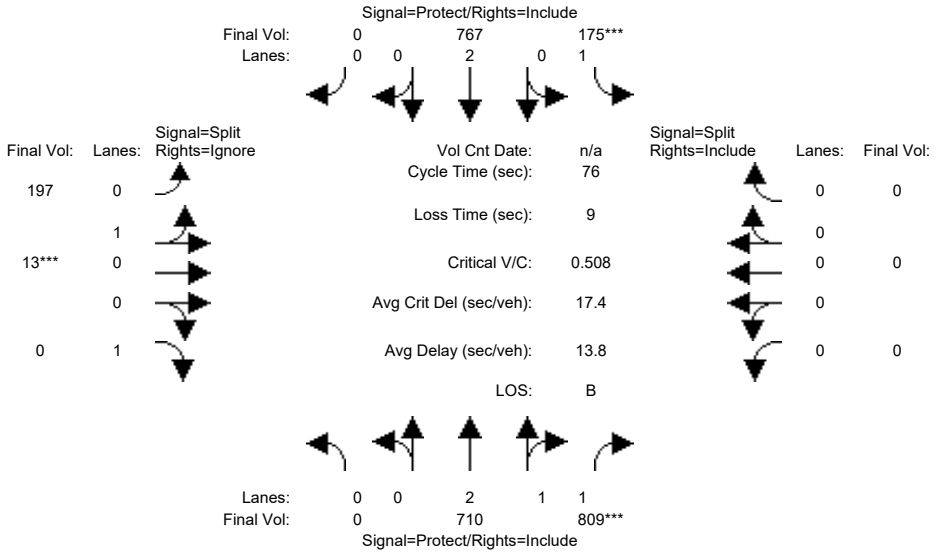
Alviso Hotel

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

Intersection #7: Great America Pkwy/SR 237 EB Ramps



Street Name:	Great America Pkwy						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	644	808	50	627	0	169	13	125	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	644	808	50	627	0	169	13	125	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	66	1	125	140	0	28	0	6	0	0	0
Initial Fut:	0	710	809	175	767	0	197	13	131	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	710	809	175	767	0	197	13	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	710	809	175	767	0	197	13	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	710	809	175	767	0	197	13	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.94	0.06	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1689	111	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.23	0.10	0.20	0.00	0.12	0.12	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	34.6	34.6	15.0	49.5	0.0	17.5	17.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.51	0.51	0.31	0.00	0.51	0.51	0.00	0.00	0.00	0.00
Uniform Del:	0.0	13.9	14.7	27.2	5.8	0.0	25.5	25.5	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.1	1.2	0.1	0.0	1.0	1.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	14.0	14.8	28.5	5.8	0.0	26.6	26.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.0	14.8	28.5	5.8	0.0	26.6	26.6	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	11	14	8	8	0	10	10	0	0	0	0

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

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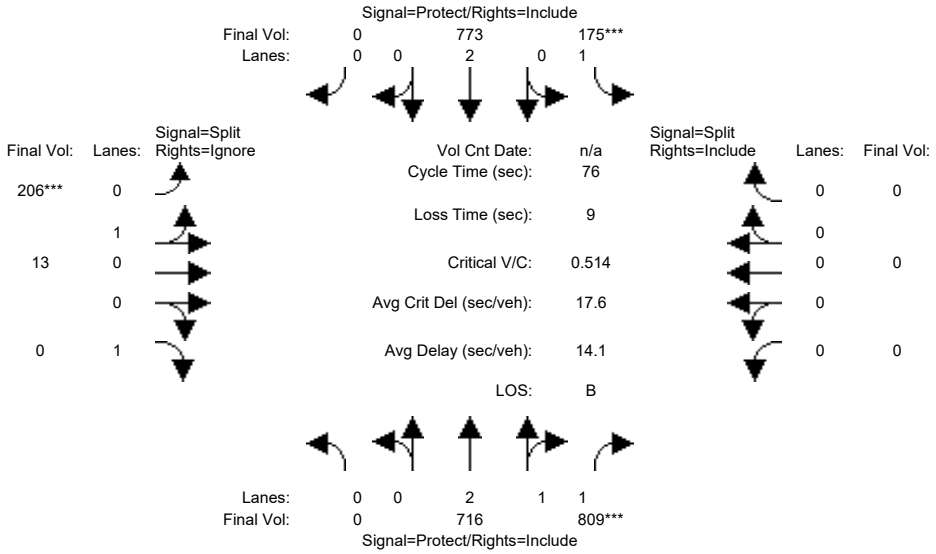
Alviso Hotel

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

Intersection #7: Great America Pkwy/SR 237 EB Ramps



Street Name:	Great America Pkwy						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	644	808	50	627	0	169	13	125	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	644	808	50	627	0	169	13	125	0	0	0
Added Vol:	0	6	0	0	6	0	9	0	0	0	0	0
San Jose AT:	0	66	1	125	140	0	28	0	6	0	0	0
Initial Fut:	0	716	809	175	773	0	206	13	131	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	716	809	175	773	0	206	13	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	716	809	175	773	0	206	13	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	716	809	175	773	0	206	13	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.94	0.06	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1693	107	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.23	0.10	0.20	0.00	0.12	0.12	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	34.2	34.2	14.8	49.0	0.0	18.0	18.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.42	0.51	0.51	0.32	0.00	0.51	0.51	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	14.2	15.1	28.7	6.1	0.0	26.3	26.3	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.2	15.1	28.7	6.1	0.0	26.3	26.3	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	11	15	8	8	0	10	10	0	0	0	0

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

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Alviso Hotel

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background PM				Background PP PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	N 1st St/Trinity Park Dr	B-	18.6	0.430	22.1	B-	19.7	0.454	+ 0.024	22.3	+ 0.2
#2	N 1st St/Bay Vista Dr	A	0.0	0.000	0.0	B	0.6	0.068	+ 0.068	0.6	+ 0.6
#3	N 1st St/Nortech Pkwy	D+	38.0	0.831	40.4	D	39.4	0.844	+ 0.013	42.2	+ 1.7
#4	N 1st St/SR 237 WB Ramps	F	134.1	1.039	160.9	F	140.2	1.053	+ 0.014	169.6	+ 8.8
#5	N 1st St/SR 237 EB Ramps	D+	35.5	0.779	47.8	D+	37.3	0.789	+ 0.009	50.8	+ 3.0
#6	Great America Pkwy/SR 237 WB Ramps	C	24.1	0.504	28.4	C	24.1	0.509	+ 0.004	28.4	- 0.0
#7	Great America Pkwy/SR 237 EB Ramps	B	13.8	0.508	17.4	B	14.1	0.514	+ 0.006	17.6	+ 0.2

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Appendix E: Signal Warrants

FEHR PEERS

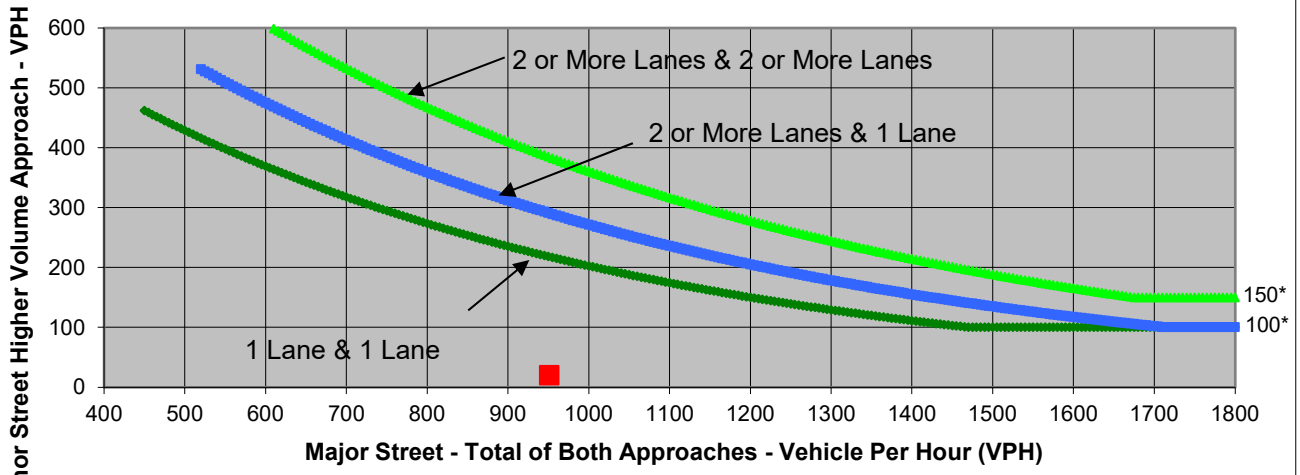
Major Street	North First Street	Project	Alviso Hotel
Minor Street	Bay Vista Drive	Scenario	Background Plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	29	0	0	0
Through	496	414	0	0
Right	0	12	20	0
Total	525	426	20	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North First Street	Bay Vista Drive	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**951**	**20**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	North First Street	Project	Alviso Hotel
Minor Street	Bay Vista Drive	Scenario	Background Plus Project
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	29	0	0	0
Through	496	414	0	0
Right	0	12	20	0
Total	525	426	20	0

Major Street Direction

x	North/South
	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	10.8
Approach with Worst Case Delay	EB
Total Vehicles on Approach	20

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Background Plus Project	**0.1**	**20**	**971**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

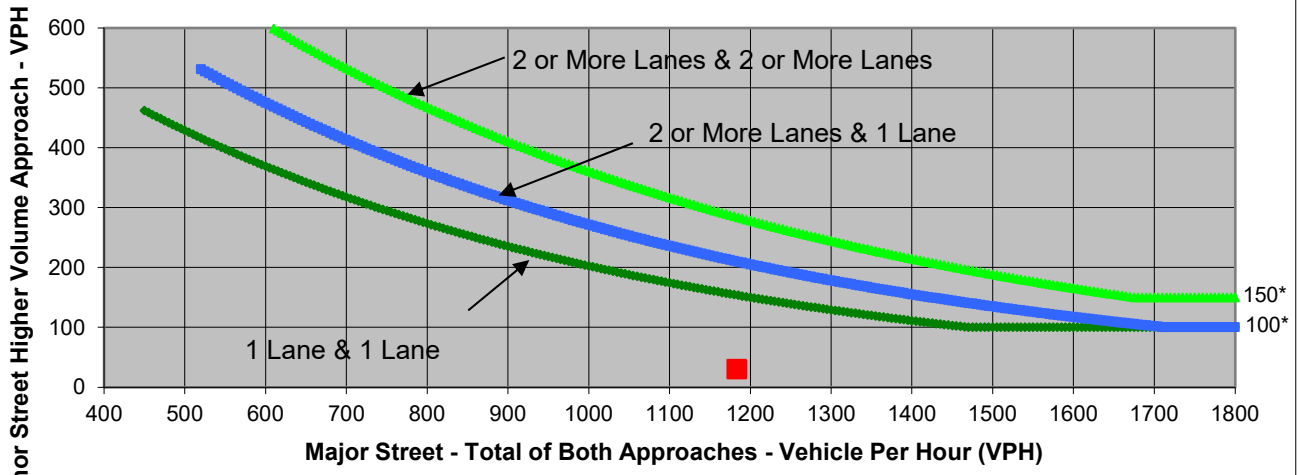
Major Street	North First Street	Project	Alviso Hotel
Minor Street	Bay Vista Drive	Scenario	Background Plus Project
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	32	0	0	0
Through	437	701	0	0
Right	0	13	30	0
Total	469	714	30	0

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	North First Street	Bay Vista Drive	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**1,183**	**30**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Alviso Hotel
Major Street	North First Street
Scenario	Background Plus Project
Minor Street	Bay Vista Drive
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	32	0	0	0
Through	437	701	0	0
Right	0	13	30	0
Total	469	714	30	0

Major Street Direction

x	North/South
	East/West

Intersection Geometry

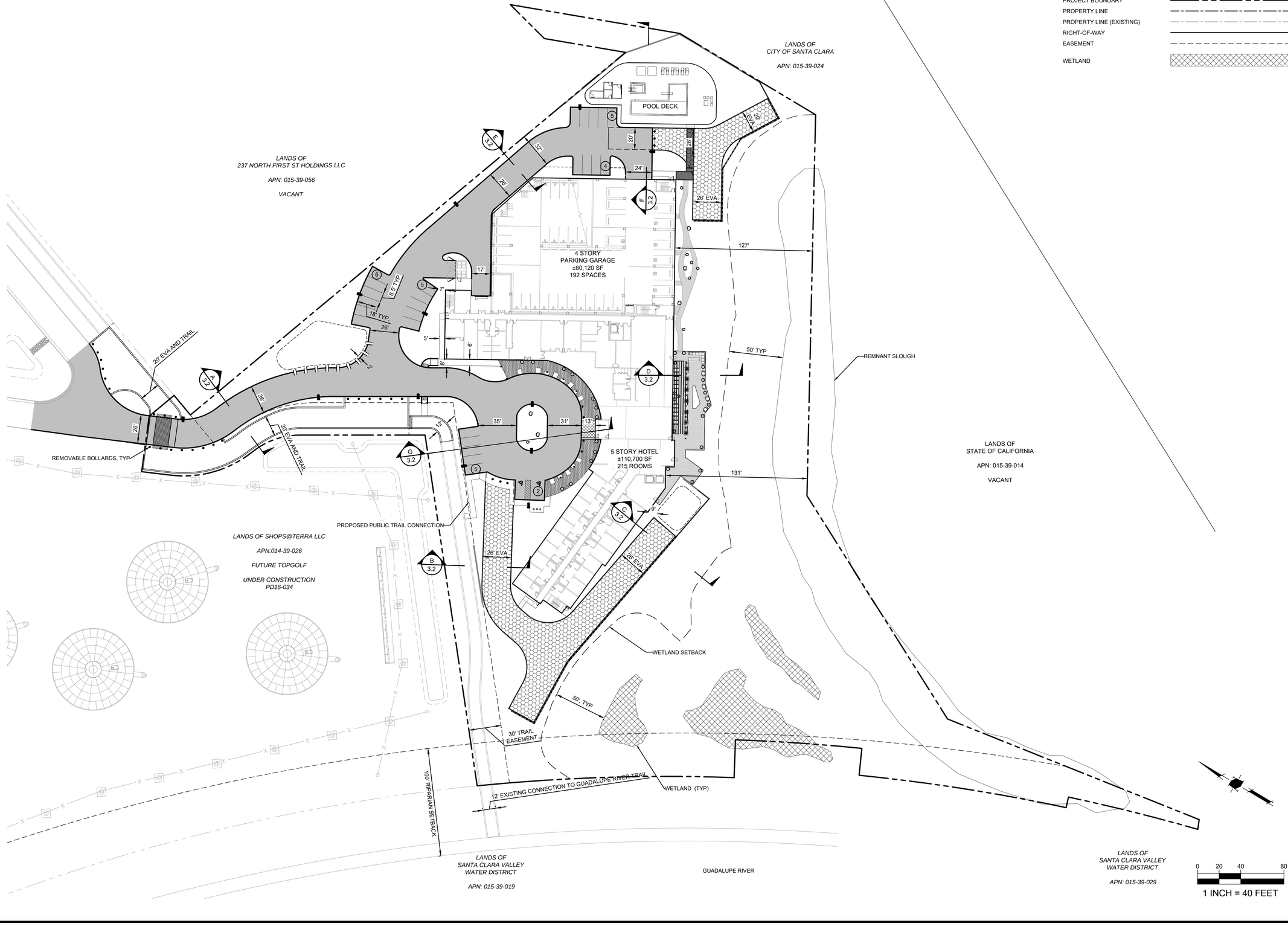
Number of Approach Lanes for Minor Street	1
Total Approaches	3

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	13.8
Approach with Worst Case Delay	EB
Total Vehicles on Approach	30

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Background Plus Project	**0.1**	**30**	**1,213**
Limiting Value	**4**	**100**	**650**
Condition Satisfied?	**Not Met**	**Not Met**	**Met**
Warrant Met	**NO**		

Appendix F: Detailed Site Plan Sheets



LEGEND

- PROJECT BOUNDARY
- PROPERTY LINE
- PROPERTY LINE (EXISTING)
- RIGHT-OF-WAY
- EASEMENT
- WETLAND

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TERRA VENTURES

REGISTERED PROFESSIONAL ENGINEER
RAFAEL HERNANDEZ
No. 81168
CIVIL
STATE OF CALIFORNIA

PD19-031
PLANNED DEVELOPMENT PERMIT
HOTEL ALVISO @ TERRA

NO	DATE	DESCRIPTION

PROJECT NO:	4586.00
CAD DWG FILE:	458630-03SP.DWG
DESIGNED BY:	RH/LA
DRAWN BY:	RH/LA
CHECKED BY:	ZJ
DATE:	OCTOBER 29, 2020
SCALE:	1" = 40'

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ENLARGED SITE PLAN

3.1

S:\PROJECTS\458630\PLI\PERMIT\458630-03SP.DWG

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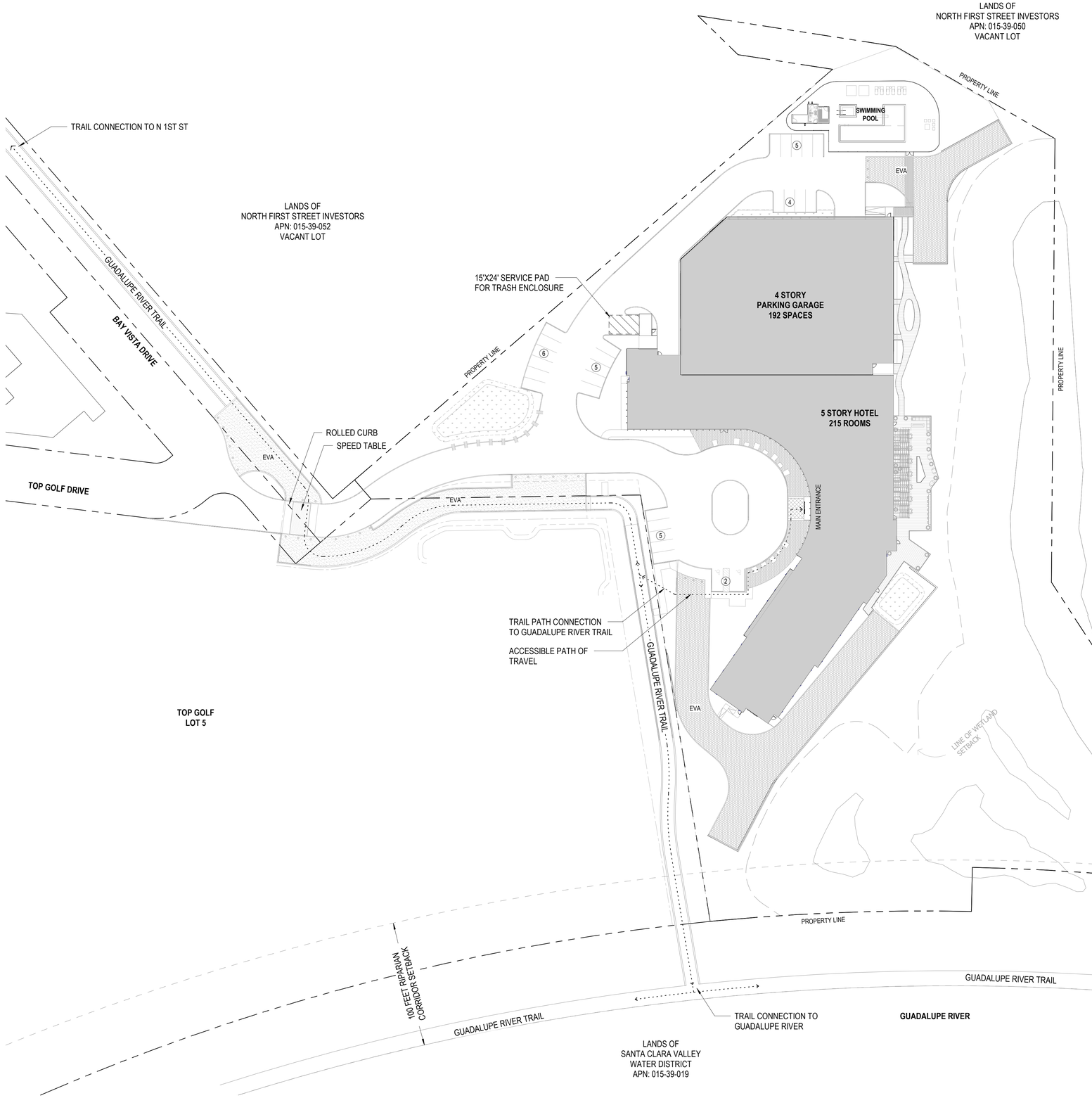

ABBREVIATION
EVA EMERGENCY VEHICLE ACCESS

* REFER TO CIVIL DRAWINGS FOR GRADING, DRAINAGE & UTILITY AND STORM WATER PLAN
* REFER TO LANDSCAPE DRAWINGS FOR PLANTING DETAIL, HYDROZONE AND IRRIGATION
* REFER TO LIGHTING DRAWINGS FOR LIGHTING SITE LAYOUT, SITE PHOTOMETRIC PLANS

BIKE PARKING

TYPE	COUNT
PARKING STRUCTURE LEVEL 1	
LONG-TERM	20
SHORT-TERM	3
SITE	
SHORT-TERM	3
GRAND TOTAL	26

MOTORCYCLE PARKING

TYPE	COUNT
PARKING STRUCTURE LEVEL 2	
MOTORCYCLE	12
GRAND TOTAL	12

PARKING SCHEDULE

TYPE	NO. OF SPACES
PARKING STRUCTURE LEVEL 1	
ADA	5
ADA VAN	1
CLEAN AIR	10
EV ACCESSIBLE	2
EV SPACE	6
EVCS	1
EVCS ACCESSIBLE	1
UNIFORM	30
	56
PARKING STRUCTURE LEVEL 2	
CLEAN AIR	9
EV SPACE	11
EVCS	6
UNIFORM	31
	57
PARKING STRUCTURE LEVEL 3	
EV SPACE	6
EVCS	6
UNIFORM	47
	59
PARKING STRUCTURE LEVEL 4	
UNIFORM	37
PARKING STRUCTURE TOTAL	209
SITE	
ADA	1
ADA VAN	1
STANDARD	25
SITE TOTAL	27
GRAND TOTAL	236

UNIT SUMMARY

UNIT TYPE	COUNT
GROUND LEVEL	
DBL QUEEN STANDARD	4
KING STANDARD	14
	18
2ND FLOOR LEVEL	
DBL QUEEN DELUXE	2
DBL QUEEN DELUXE ACCESSIBLE	1
DBL QUEEN STANDARD	10
DBL QUEEN SUITE	1
KING DELUXE	7
KING DELUXE ACCESSIBLE	1
KING STANDARD	25
KING STANDARD ACCESSIBLE	1
KING SUITE	1
	49
3RD FLOOR LEVEL	
DBL QUEEN DELUXE	2
DBL QUEEN DELUXE ACCESSIBLE	1
DBL QUEEN STANDARD	10
DBL QUEEN SUITE	1
KING DELUXE	7
KING DELUXE ACCESSIBLE	1
KING STANDARD	25
KING STANDARD ACCESSIBLE	1
KING SUITE	1
	49
4TH FLOOR LEVEL	
DBL QUEEN DELUXE	2
DBL QUEEN DELUXE ACCESSIBLE	1
DBL QUEEN STANDARD	10
DBL QUEEN SUITE	1
KING DELUXE	7
KING DELUXE ACCESSIBLE	1
KING STANDARD	25
KING STANDARD ACCESSIBLE	1
KING SUITE	1
	49
5TH FLOOR LEVEL	
DBL QUEEN DELUXE	2
DBL QUEEN DELUXE ACCESSIBLE	1
DBL QUEEN STANDARD	10
DBL QUEEN SUITE	1
KING DELUXE	7
KING DELUXE ACCESSIBLE	1
KING STANDARD	25
KING STANDARD ACCESSIBLE	1
KING SUITE	1
	49
TOTAL: 214	214

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TERRA VENTURES

PD19-031
PLANNED DEVELOPMENT PERMIT
HOTEL AL VISO @ TERRA

NO	DATE	DESCRIPTION

PROJECT NO:	4586.00
CAD DWG FILE:	458630BR.DWG
DESIGNED BY:	DK
DRAWN BY:	RL/BZ/SS/SK
CHECKED BY:	DK
DATE:	OCTOBER 29, 2020
SCALE:	1" = 40'-0"

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SITE PLAN

A1.0

R:\SHARED DRIVES\PROJECT MASTER\2020 SHILLA STAY SAN JOSE 2\08-REVIT DATA\00-REVIT FILES\2-PROJECT SPECIFIC FILES\LEGEND\24X36\458630BR.DWG
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ABBREVIATION
EVA EMERGENCY VEHICLE ACCESS

LANDS OF
NORTH FIRST STREET INVESTORS
APN: 015-39-050
VACANT LOT

PROPERTY LINE

SWIMMING POOL

EVA

TRAIL CONNECTION TO N 1ST ST

LANDS OF
NORTH FIRST STREET INVESTORS
APN: 015-39-052
VACANT LOT

GUADALUPE RIVER TRAIL

BAY VISTA DRIVE

15'X24' SERVICE PAD
FOR TRASH ENCLOSURE

4 STORY
PARKING GARAGE
192 SPACES

FIRE DEPT. ACCESS
CLEARANCE
150'-0" FROM THE ACCESS
POINT, A MIN. 6'-0" WIDE
CLEARANCE PROVIDED.

FIRE APPARATUS
CIRCULATION

GARBAGE / RECYCLING
TRUCK CIRCULATION

ROLLED CURB

SPEED TABLE

PROPERTY LINE

5 STORY HOTEL
215 ROOMS

MAIN ENTRANCE

LANDS OF
STATE OF CALIFORNIA
APN: 015-39-014
VACANT LOT

PROPERTY LINE

EVA

20'-0"

TOP GOLF DRIVE

EVA

FIRE DEPT. ACCESS
CLEARANCE
150'-0" FROM THE ACCESS
POINT, A MIN. 6'-0" WIDE
CLEARANCE PROVIDED.

N

TRAIL PATH CONNECTION
TO GUADALUPE RIVER TRAIL

ACCESSIBLE PATH OF
TRAVEL

GUADALUPE RIVER TRAIL

EVA

LINE OF WETLAND
SETBACK

TOP GOLF
LOT 5

PROPERTY LINE

100 FEET RIPARIAN
CORRIDOR SETBACK

GUADALUPE RIVER TRAIL

GUADALUPE RIVER TRAIL

TRAIL CONNECTION TO
GUADALUPE RIVER

GUADALUPE RIVER

LANDS OF
SANTA CLARA VALLEY
WATER DISTRICT
APN: 015-39-019

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TERRA VENTURES

PD19-031
PLANNED DEVELOPMENT PERMIT
HOTEL ALVISO @ TERRA

NO	DATE	DESCRIPTION

PROJECT NO:	4586.00
CAD DWG FILE:	458630BR.DWG
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DRAWN BY:	RL/BZ/SS/SK
CHECKED BY:	DK
DATE:	OCTOBER 29, 2020
SCALE:	1" = 40'-0"

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CIRCULATION PLAN

A1.1

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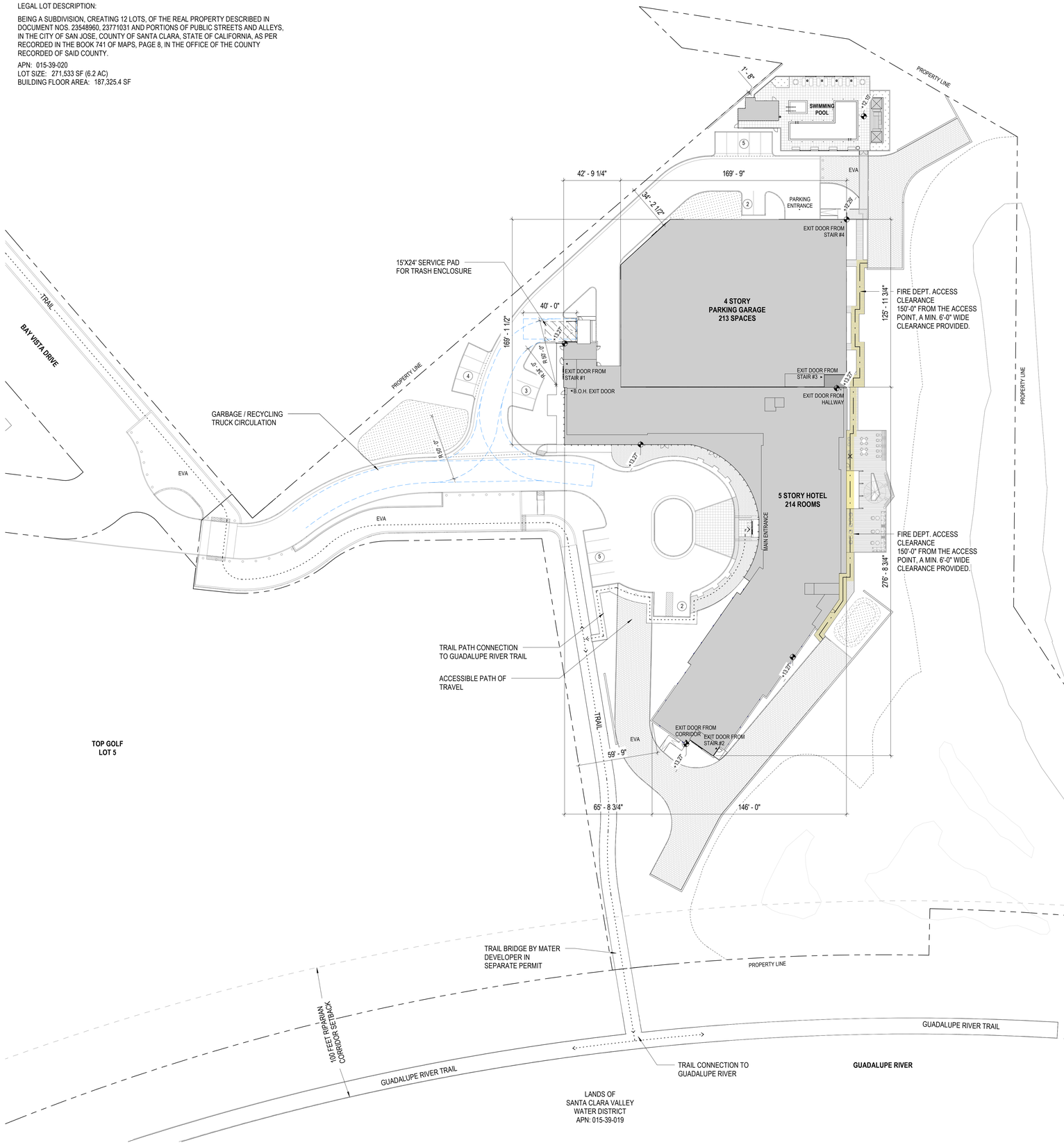
PLOTTED: 10/30/2020 1:05:59 PM

PROJECT ADDRESS: 1 TOPGOLF DRIVE, SAN JOSE, CA 95002

LEGAL LOT DESCRIPTION:

BEING A SUBDIVISION, CREATING 12 LOTS, OF THE REAL PROPERTY DESCRIBED IN DOCUMENT NOS. 23548960, 23771031 AND PORTIONS OF PUBLIC STREETS AND ALLEYS, IN THE CITY OF SAN JOSE, COUNTY OF SANTA CLARA, STATE OF CALIFORNIA, AS PER RECORDED IN THE BOOK 741 OF MAPS, PAGE 8, IN THE OFFICE OF THE COUNTY RECORDED OF SAID COUNTY.

APN: 015-39-020
LOT SIZE: 271,533 SF (6.2 AC)
BUILDING FLOOR AREA: 187,325.4 SF



SITE PLAN NOTES

1. REFER TO CIVIL DRAWINGS FOR GRADING, DRAINAGE & UTILITY AND STORM WATER PLAN
2. REFER TO LANDSCAPE DRAWINGS FOR HARDSCAPE FINISHES, PLANTING DETAIL, HYDROZONE AND IRRIGATION
3. REFER TO LIGHTING DRAWINGS FOR LIGHTING SITE LAYOUT AND SITE PHOTOMETRIC PLANS

VEHICLE PARKING SCHEDULE

TYPE	NO. OF SPACES
PARKING STRUCTURE -LEVEL P-1	
EV CAPABLE	40
EVSE / EV SPACE	4
STANDARD ACCESSIBLE	4
STANDARD ACCESSIBLE EV SPACE	1
UNIFORM	5
VAN ACCESSIBLE	1
VAN ACCESSIBLE EV SPACE	1
	56
PARKING STRUCTURE -LEVEL P-2	
EV CAPABLE	41
EVSE / EV SPACE	8
UNIFORM	9
	58
PARKING STRUCTURE -LEVEL P-3	
EV CAPABLE	36
EVSE / EV SPACE	8
UNIFORM	15
	59
PARKING STRUCTURE -LEVEL P-4	
EVSE / EV SPACE	4
UNIFORM	36
	40
SITE	
STANDARD ACCESSIBLE	1
UNIFORM	19
VAN ACCESSIBLE	1
	21
GRAND TOTAL	234

BIKE PARKING

TYPE	COUNT
PARKING STRUCTURE -LEVEL P-1	
LONG-TERM	5
SITE	
SHORT-TERM	18
GRAND TOTAL	23

MOTORCYCLE PARKING

TYPE	COUNT
PARKING STRUCTURE -LEVEL P-2	
MOTORCYCLE	6
PARKING STRUCTURE -LEVEL P-3	
MOTORCYCLE	6
GRAND TOTAL	12

GUEST ROOM SUMMARY

ROOM TYPE	COUNT
GROUND LEVEL	
DBL QUEEN STANDARD	4
KING STANDARD	13
KING STANDARD ACCESSIBLE	1
	18
2ND FLOOR LEVEL	
DBL QUEEN STANDARD	10
DBL QUEEN SUITE ACCESSIBLE	1
KING DELUXE	10
KING DELUXE ACCESSIBLE	1
KING STANDARD	25
KING STANDARD ACCESSIBLE	1
KING SUITE ACCESSIBLE	1
	49
3RD FLOOR LEVEL	
DBL QUEEN DELUXE	3
DBL QUEEN DELUXE ACCESSIBLE	1
DBL QUEEN STANDARD	10
DBL QUEEN SUITE	1
KING DELUXE	7
KING STANDARD	25
KING STANDARD ACCESSIBLE	1
KING SUITE	1
	49
4TH FLOOR LEVEL	
DBL QUEEN DELUXE	3
DBL QUEEN DELUXE ACCESSIBLE	1
DBL QUEEN STANDARD	10
DBL QUEEN SUITE	1
KING DELUXE	7
KING STANDARD	25
KING STANDARD ACCESSIBLE	1
KING SUITE	1
	49
5TH FLOOR LEVEL	
DBL QUEEN DELUXE	4
DBL QUEEN STANDARD	10
DBL QUEEN SUITE	1
KING DELUXE	7
KING STANDARD	25
KING STANDARD ACCESSIBLE	1
KING SUITE	1
	49
GRAND TOTAL: 214	214

PLAN N

SITE PLAN SCALE: 1/32" = 1'-0" **01**

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Project:

HOTEL ALVISO

1 TOPGOLF DRIVE, SAN JOSE, CA 95002

Project Owner:

ALVISO NORTH 1ST LLC

1100 Wilshire Blvd. Ste 2208
Los Angeles, CA 90017

Engineer:

NOT FOR CONSTRUCTION

PLAN CHECK SET

Architect / Engineer Seal:

I AM THE RESPONSIBLE ARCHITECT/ENGINEER OF RECORD ON THIS PROJECT AND WILL BE RESPONSIBLE FOR REVIEWING AND COORDINATING ALL SUBMITTAL DOCUMENTS PREPARED BY OTHERS, INCLUDING DEFERRED SUBMITTALS, FOR COMPATIBILITY WITH THE OVERALL DESIGN OF THE BUILDING.

LICENSED ARCHITECT SEONG BAE KIM C-23320 Renewal Date 12/31/2021 STATE OF CALIFORNIA

THE DRAWINGS AND SPECIFICATIONS, IDEAS, DESIGNS AND ARRANGEMENTS ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT. NO PART THEREOF SHALL BE COPIED OR USED IN CONNECTION WITH ANY WORK OR PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.

NO	ISSUED	DATE
A	100% DD SET	1/26/2021
B	CD PROGRESS SET	2/26/2021
C	80% CD BID SET	3/26/2021
D	VALUE ENGINEERING	6/1/2021

Project No: 20020

Drawn By: RL, SS, TK, JL, RW, DK

Checked By: DK, MC

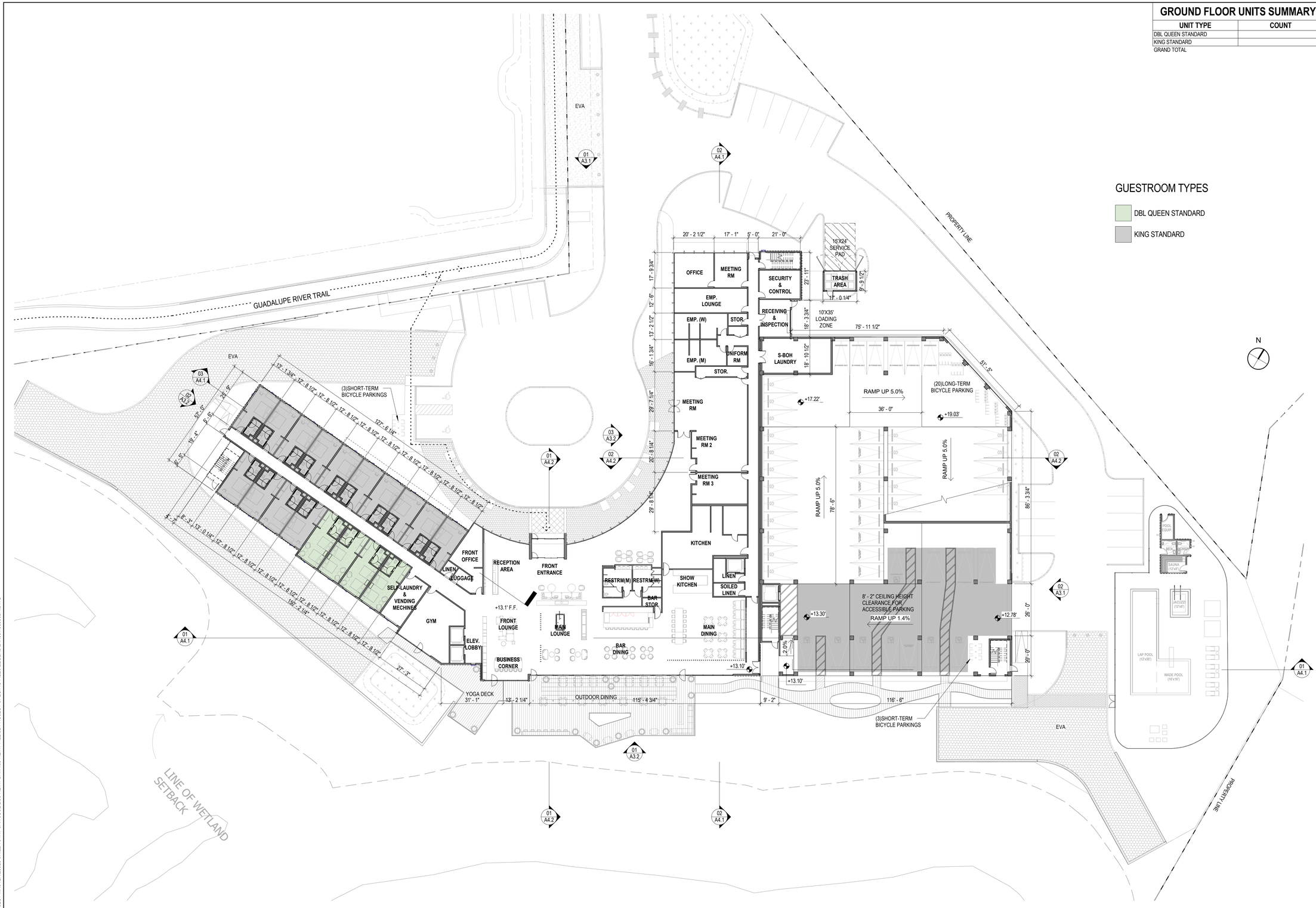
Sheet Name: **SITE PLAN**

Sheet No: **A1.01**

7/21/2021 10:31:27 AM

GROUND FLOOR UNITS SUMMARY

UNIT TYPE	COUNT
DBL QUEEN STANDARD	4
KING STANDARD	14
GRAND TOTAL	18



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TERRA VENTURES

PD19-031
PLANNED DEVELOPMENT PERMIT
HOTEL AL VISO @ TERRA

NO	DATE	DESCRIPTION

PROJECT NO:	4586.00
CAD DWG FILE:	458630BR.DWG
DESIGNED BY:	DK
DRAWN BY:	RL/BZ/SS/SK
CHECKED BY:	DK
DATE:	OCTOBER 29, 2020
SCALE:	3/64" = 1'-0"

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GROUND FLOOR PLAN

A2.1

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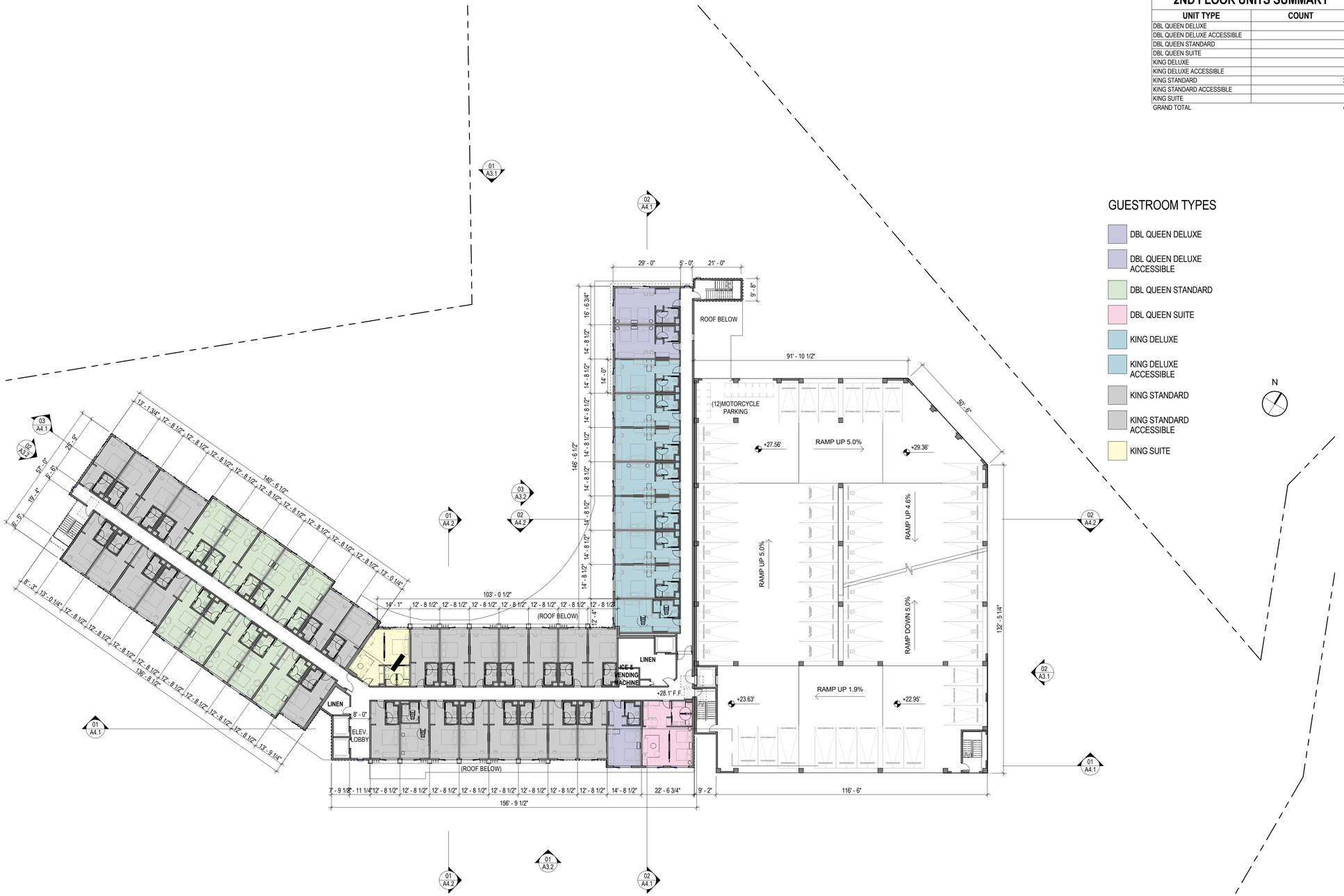
2ND FLOOR UNITS SUMMARY

UNIT TYPE	COUNT
DBL QUEEN DELUXE	2
DBL QUEEN DELUXE ACCESSIBLE	1
DBL QUEEN STANDARD	10
DBL QUEEN SUITE	1
KING DELUXE	7
KING DELUXE ACCESSIBLE	1
KING STANDARD	25
KING STANDARD ACCESSIBLE	1
KING SUITE	1
GRAND TOTAL	49



GUESTROOM TYPES

- DBL QUEEN DELUXE
- DBL QUEEN DELUXE ACCESSIBLE
- DBL QUEEN STANDARD
- DBL QUEEN SUITE
- KING DELUXE
- KING DELUXE ACCESSIBLE
- KING STANDARD
- KING STANDARD ACCESSIBLE
- KING SUITE

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TERRA VENTURES

PD19-031
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HOTEL ALVISO @ TERRA

NO	DATE	DESCRIPTION

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DESIGNED BY:	DK
DRAWN BY:	RL/BZ/SS/SK
CHECKED BY:	DK
DATE:	OCTOBER 29, 2020
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SECOND FLOOR PLAN

A2.2

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3RD FLOOR UNITS SUMMARY

UNIT TYPE	COUNT
DBL QUEEN DELUXE	2
DBL QUEEN DELUXE ACCESSIBLE	1
DBL QUEEN STANDARD	10
DBL QUEEN SUITE	1
KING DELUXE	7
KING DELUXE ACCESSIBLE	1
KING STANDARD	25
KING STANDARD ACCESSIBLE	1
KING SUITE	1
GRAND TOTAL	49

GUESTROOM TYPES

- DBL QUEEN DELUXE
- DBL QUEEN DELUXE ACCESSIBLE
- DBL QUEEN STANDARD
- DBL QUEEN SUITE
- KING DELUXE
- KING DELUXE ACCESSIBLE
- KING STANDARD
- KING STANDARD ACCESSIBLE
- KING SUITE

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TERRA VENTURES

PD19-031
PLANNED DEVELOPMENT PERMIT
HOTEL ALVISO @ TERRA

NO	DATE	DESCRIPTION

PROJECT NO:	4586.00
CAD DWG FILE:	458630BR.DWG
DESIGNED BY:	DK
DRAWN BY:	RL/BZ/SS/SK
CHECKED BY:	DK
DATE:	OCTOBER 29, 2020
SCALE:	3/64" = 1'-0"

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3RD FLOOR PLAN

A2.3

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4TH FLOOR UNITS SUMMARY

UNIT TYPE	COUNT
DBL QUEEN DELUXE	2
DBL QUEEN DELUXE ACCESSIBLE	1
DBL QUEEN STANDARD	10
DBL QUEEN SUITE	1
KING DELUXE	7
KING DELUXE ACCESSIBLE	1
KING STANDARD	25
KING STANDARD ACCESSIBLE	1
KING SUITE	1
GRAND TOTAL	49

GUESTROOM TYPES

- DBL QUEEN DELUXE
- DBL QUEEN DELUXE ACCESSIBLE
- DBL QUEEN STANDARD
- DBL QUEEN SUITE
- KING DELUXE
- KING DELUXE ACCESSIBLE
- KING STANDARD
- KING STANDARD ACCESSIBLE
- KING SUITE

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TERRA VENTURES

PD19-031
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HOTEL ALVISO @ TERRA

NO	DATE	DESCRIPTION

PROJECT NO:	4586.00
CAD DWG FILE:	458630BR.DWG
DESIGNED BY:	DK
DRAWN BY:	RL/BZ/SS/SK
CHECKED BY:	DK
DATE:	OCTOBER 29, 2020
SCALE:	3/64" = 1'-0"

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4TH FLOOR PLAN

A2.4

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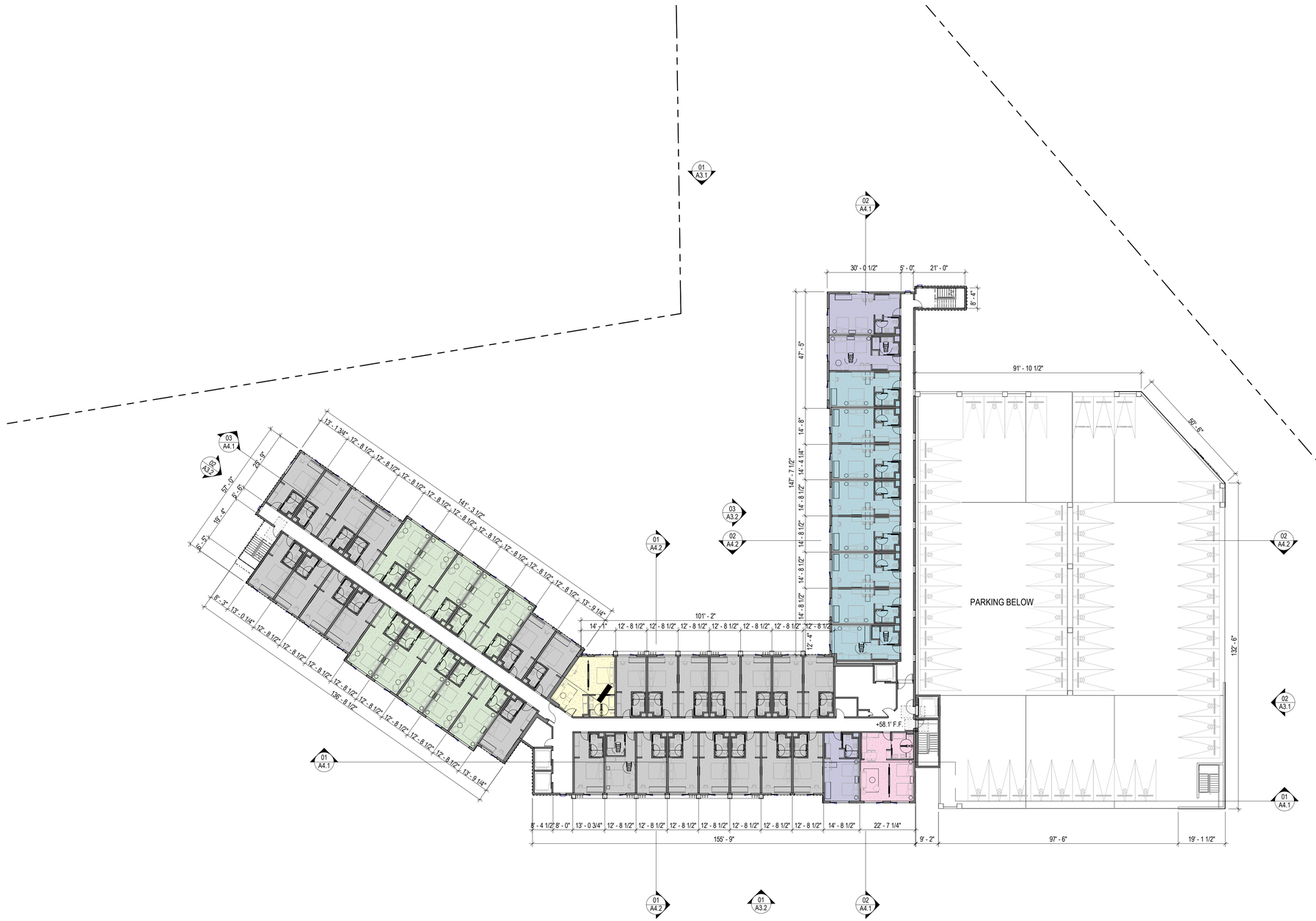
5TH FLOOR UNITS SUMMARY

UNIT TYPE	COUNT
DBL QUEEN DELUXE	2
DBL QUEEN DELUXE ACCESSIBLE	1
DBL QUEEN STANDARD	10
DBL QUEEN SUITE	1
KING DELUXE	7
KING DELUXE ACCESSIBLE	1
KING STANDARD	25
KING STANDARD ACCESSIBLE	1
KING SUITE	1
GRAND TOTAL	49



GUESTROOM TYPES

- DBL QUEEN DELUXE
- DBL QUEEN DELUXE ACCESSIBLE
- DBL QUEEN STANDARD
- DBL QUEEN SUITE
- KING DELUXE
- KING DELUXE ACCESSIBLE
- KING STANDARD
- KING STANDARD ACCESSIBLE
- KING SUITE

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TERRA VENTURES

PD19-031
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HOTEL ALVISO @ TERRA

NO	DATE	DESCRIPTION

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DESIGNED BY:	DK
DRAWN BY:	RL/BZ/SS/SK
CHECKED BY:	DK
DATE:	OCTOBER 29, 2020
SCALE:	3/64" = 1'-0"

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5TH FLOOR PLAN

A2.5

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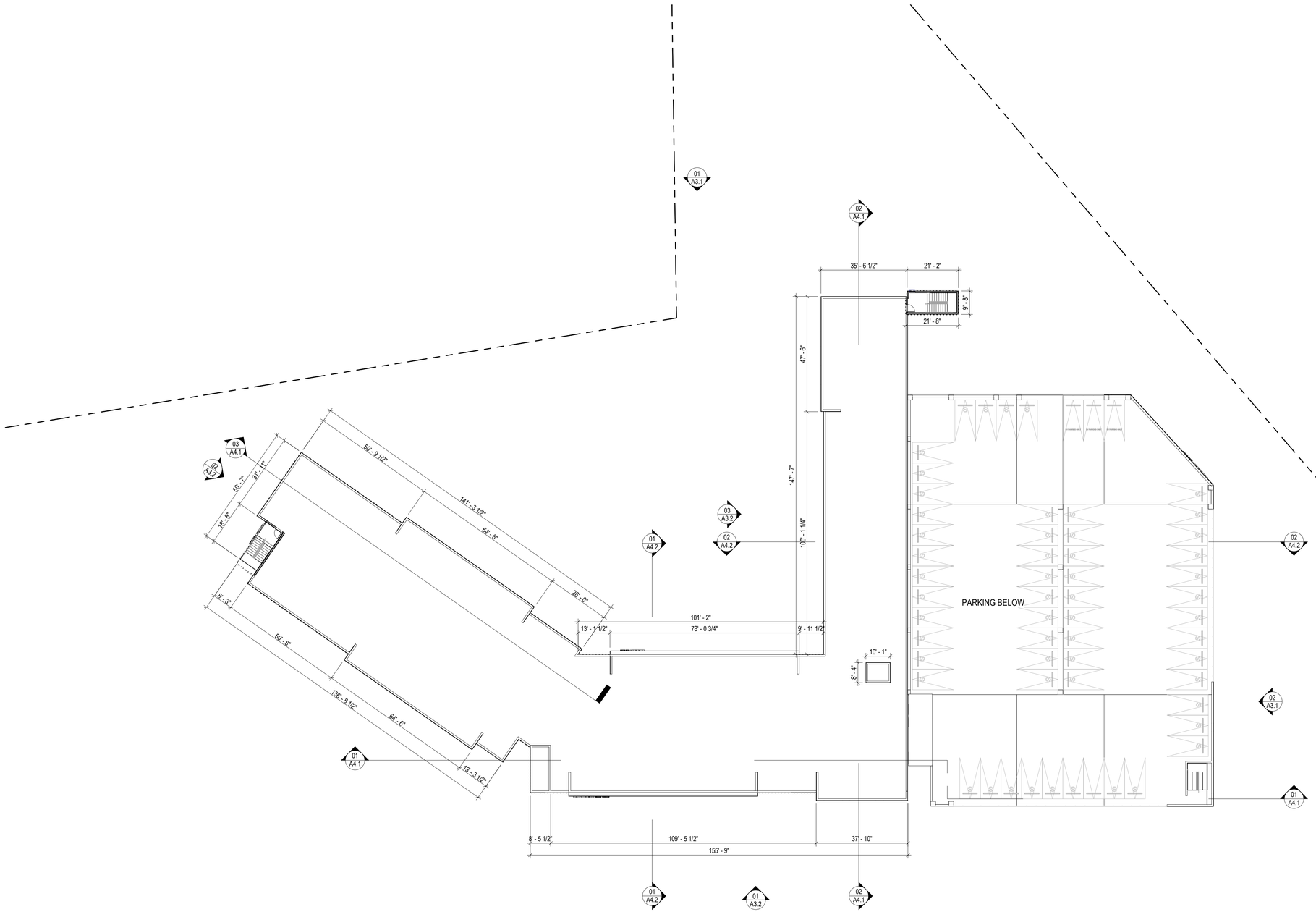

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TNT DEVELOPMENT SERVICES
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TERRA VENTURES

PD19-031
PLANNED DEVELOPMENT PERMIT
HOTEL ALVISO @ TERRA

NO	DATE	DESCRIPTION

PROJECT NO:	4586.00
CAD DWG FILE:	458630BR.DWG
DESIGNED BY:	DK
DRAWN BY:	RL/BZ/SS/SK
CHECKED BY:	DK
DATE:	OCTOBER 29, 2020
SCALE:	3/64" = 1'-0"

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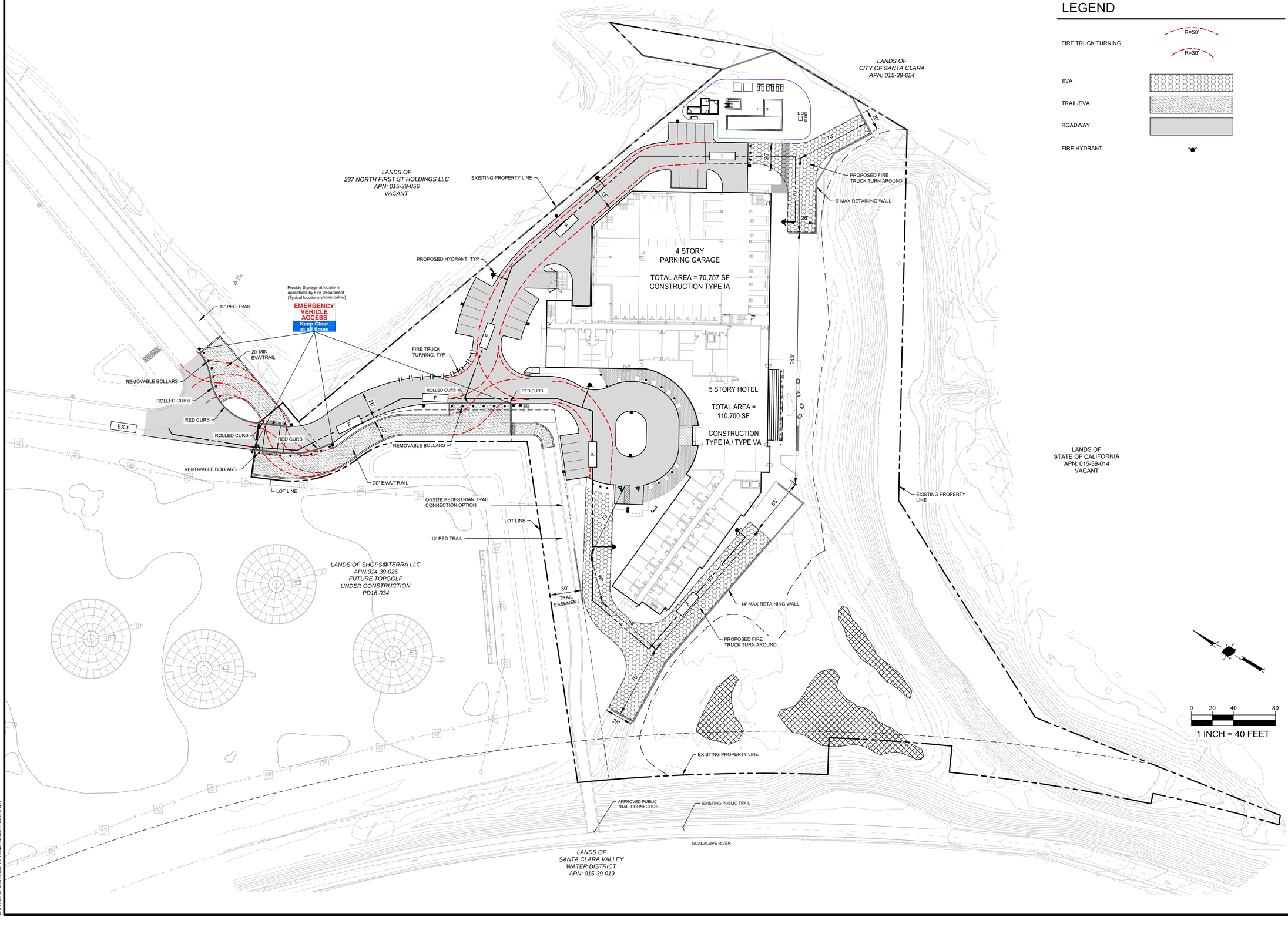
ROOF PLAN

A2.6

R:\SHARED DRIVES\PROJECT MASTER\2020\20 SHILLA STAY SAN JOSE 208-REVIT DATA\00-REVIT FILE\02-PROJECT SPECIFIC\- FILES\LEGEND\24X36\458630BR.DWG
PLOTTED: 10/30/2020 12:57:50 PM

Appendix G: Fire Access Plan



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TERRA VENTURES

REGISTERED PROFESSIONAL ENGINEER
RAFAEL HERNANDEZ
No. 81168
CIVIL
STATE OF CALIFORNIA

PD19-031
PLANNED DEVELOPMENT PERMIT
HOTEL ALVISO @ TERRA

NO	DATE	DESCRIPTION

PROJECT NO:	4586.00
CAD DWG FILE:	458630-08FA.DWG
DESIGNED BY:	RH/LA
DRAWN BY:	RH/LA
CHECKED BY:	ZJ
DATE:	OCTOBER 29, 2020
SCALE:	1" = 40'

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FIRE ACCESS PLAN

6.0

S:\PROJECTS\458630\PLPERMIT\458630-08FA.DWG

PLOTTED: 10/29/2020 8:41 AM