Appendix J

Transportation Analysis

650 North King Road Development

Transportation Analysis

3-05107

August 2021

Prepared for

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

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EXECUTIVE SUMMARY

This transportation study evaluates transportation operations and site circulation conditions for the proposed 650 North King Road project in the City of San José. The project site is located in the northeast corner of King Road and Las Plumas Avenue. The project would redevelop the existing site which currently consists of several general warehousing and industrial facilities operated by multiple tenants. The future tenant is to be determined, and the applicant is proposing the following site alternatives:

- Scenario 1 - 225,280 square-foot warehouse/distribution center
- Scenario 2 - 65,488 square-foot manufacturing center and 159,792 square-foot warehouse.

The project site will be accessed by one driveway along North King Road and two driveways along Las Plumas Avenue. Under Scenario 1, the project would provide up to 122 vehicle parking spaces and 47 truck parking spaces while Scenario 2 would provide up to 220 vehicle parking spaces on-site.

The potential adverse effects of the project were evaluated in accordance with the standards and methodologies set forth by the City of San José. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the Transportation Analysis Handbook 2018, the transportation analysis report for the project includes a CEQA transportation analysis (TA) and a local transportation analysis (LTA). The CEQA transportation analysis comprises an evaluation of Vehicle Miles Traveled (VMT) which is defined in Chapter 1. The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak-hour traffic conditions for three (3) study intersections near the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit, bicycle, and pedestrian access.

CEQA Transportation Analysis

Project Vehicle Miles Traveled (VMT) Impacts and Mitigation Measures

The project consists of industrial and office land use. Based on the screening criteria, the project's industrial/warehouse component would not meet the industrial screening criteria of 30,000 square-feet of gross floor area or less. The proposed project was evaluated in the VMT tool assuming development of 225,280 square-feet of industrial use.

The City's VMT per employee threshold for industrial land uses is 14.37. For the surrounding land use area, the existing VMT is 13.29. The proposed project is anticipated to generate a VMT per employee of 13.25. The evaluation tool estimates that the project would not exceed the City's industrial VMT per employee threshold and would not trigger a VMT impact.

Local Transportation Analysis

Project Trip Generation

Trip generation for the proposed project land uses was calculated using average trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. To provide a conservative level of service operations analysis, the Scenario 2 land use plan is assumed for the project.

Per the 2018 *Transportation Analysis Handbook*, trip generation reduction credits were applied to the project including location-based mode-share and existing land uses. Development of the proposed Scenario 2 project with all applicable trip reductions and credits is anticipated to generate final net total of 0 additional daily trips, 7 AM, and 11 PM peak hour trips to the roadway network. Baseline vehicle trips for the proposed project (excluding trip adjustments) are anticipated to generate a gross total of 535 daily trips, 68 AM peak hour trips, and 74 PM peak hour vehicle trips.

Intersection Traffic Operations

Due to the COVID-19 situation, traffic counts for Year 2021 was determined from historic count data. Weekday AM and PM peak hour intersection turning movement volumes for the existing study intersections were obtained from City of San Jose traffic data and applying a 1% compound growth rate. Traffic conditions for each study intersection was analyzed during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak hours of traffic which represent the most heavily congested traffic on a typical weekday. The study intersections were assessed under Existing, Background, and Background Plus Project scenarios. City of San José and Valley Transportation Authority Congestion Management Program intersection level of service standards and significance thresholds were used to determine adverse effects caused by the project.

Adverse Effects and Improvements

The project is not anticipated to generate an adverse level-of-service effect to the study intersections during the Background Plus Project scenario.

North King Road is identified as a Vision Zero corridor. Per the City's Complete Street Guidelines and functional roadway classification, North King Road is planned to be improved with a raised median to control vehicle speeds and improve safety for all road users. As such, the project would be required to construct the raised median improvement along the North King Road project frontage with an optional median opening to allow southbound left-turn movements into the project site.

This roadway improvement would restrict outbound left-turn movements onto North King Road from the project driveway; however right-in, right-out, and left-in vehicle access would be preserved. It should be noted that final implementation and potential fair share contribution to this planned roadway improvement would need to be coordinated between the project applicant and the City.

Per the San Jose 2025 Better Bike Plan, the City is planning to enhance the bicycle facilities on North King Road and Las Plumas Avenue As such, the project would likely need to contribute or build out the planned bike facilities along the project frontages on North King Road and Las Plumas Avenue. Based on preliminary assessment, implementation of Class IV protected bike lanes on North King Road and Class II bike lanes on Las Plumas Avenue are feasible to incorporate with the proposed project site plan. It should be noted that final implementation and potential fair share contribution to these planned bicycle improvements would need to be coordinated between the project applicant and the City.

The project will provide pedestrian and transit improvements to the existing facilities along the project frontages on North King Road and Las Plumas Avenue. These frontage improvements include installing a pedestrian pathway between the VTA transit stop and project parking lot as well as replacing the existing transit stop bench with a metal bench per VTA specs. Implementing these facilities will enhance pedestrian access to the VTA transit stop at the King / Las Plumas intersection.

US 101/Oakland/Mabury Traffic Impact Fee

The project under Scenario 2 would generate up to 11 net total PM project trips. Of these net total PM trips, approximately 6 industrial project trips were assumed to originate from the Highway 101 northbound and southbound ramps at McKee Road which could be applicable for traffic fees under the TDP.

However, since the TDP exempts up to 115 PM future industrial trips from the traffic fee program, the project could potentially be exempt from paying a traffic fee under this provision. In the situation where the exempt trip allowance for industrial development is exhausted, new trips from the project's industrial development would be required to pay the traffic fee for the trips in excess of the allowance. The City and project applicant will need to coordinate to determine the traffic fee methodology under the US101/Oakland/Mabury TDP policy.

Vehicle Site Access and Circulation

The project provides on-site parking spaces for commercial trucks and employee staff, and the at-grade parking lot is accessed by one driveway along North King Road and three driveways along Las Plumas Avenue. The driveway on North King Road is 40-feet wide to accommodate access for semi-trailer trucks. On Las Plumas Avenue, the eastmost driveway is 40-feet wide to accommodate access for semi-trailer trucks while the westmost near the signal is 26-feet wide. Based on associated turning templates for the given design vehicle, the wider driveway dimensions proposed on the latest site plan are recommended to provide sufficient vehicle access and circulation for entering and exiting vehicles. The proposed driveway locations optimize sight distance and spacing for the proposed site plan. Passenger vehicles, delivery vans, trucks, refuse, and emergency vehicles are able to circulate within the project site without conflict.

Pedestrian, Bicycle, and Transit Site Access

Due to the function and operational characteristics of the proposed industrial use, the project is not anticipated to add substantial project trips to the existing pedestrian, bicycle, or transit facilities in the area. Therefore, the project would not create an adverse effect to the existing pedestrian, bicycle, or transit facility operations.

On-Site Vehicle and Bicycle Parking

Per the City's parking standard, the project site is anticipated to provide sufficient on-site vehicle and bicycle spaces to meet the City's minimum parking requirement.

Neighborhood Interface

The project's on-site parking would satisfy the City's vehicle parking standard, and the project is not anticipated to create an adverse effect to the existing parking condition in the surrounding neighborhood area. In addition, the project is not anticipated to create an adverse effect to the existing pedestrian and bicycle facilities in the surrounding neighborhood area.

1 INTRODUCTION

1.1 Project Description

This transportation study evaluates transportation operations and site circulation conditions for the proposed 650 North King Road project in the City of San José. The project site is located in the northeast corner of King Road and Las Plumas Avenue. The project would redevelop the existing site which currently consists of several general warehousing and industrial facilities operated by multiple tenants. The future tenant is to be determined, and the applicant is proposing the following site alternatives:

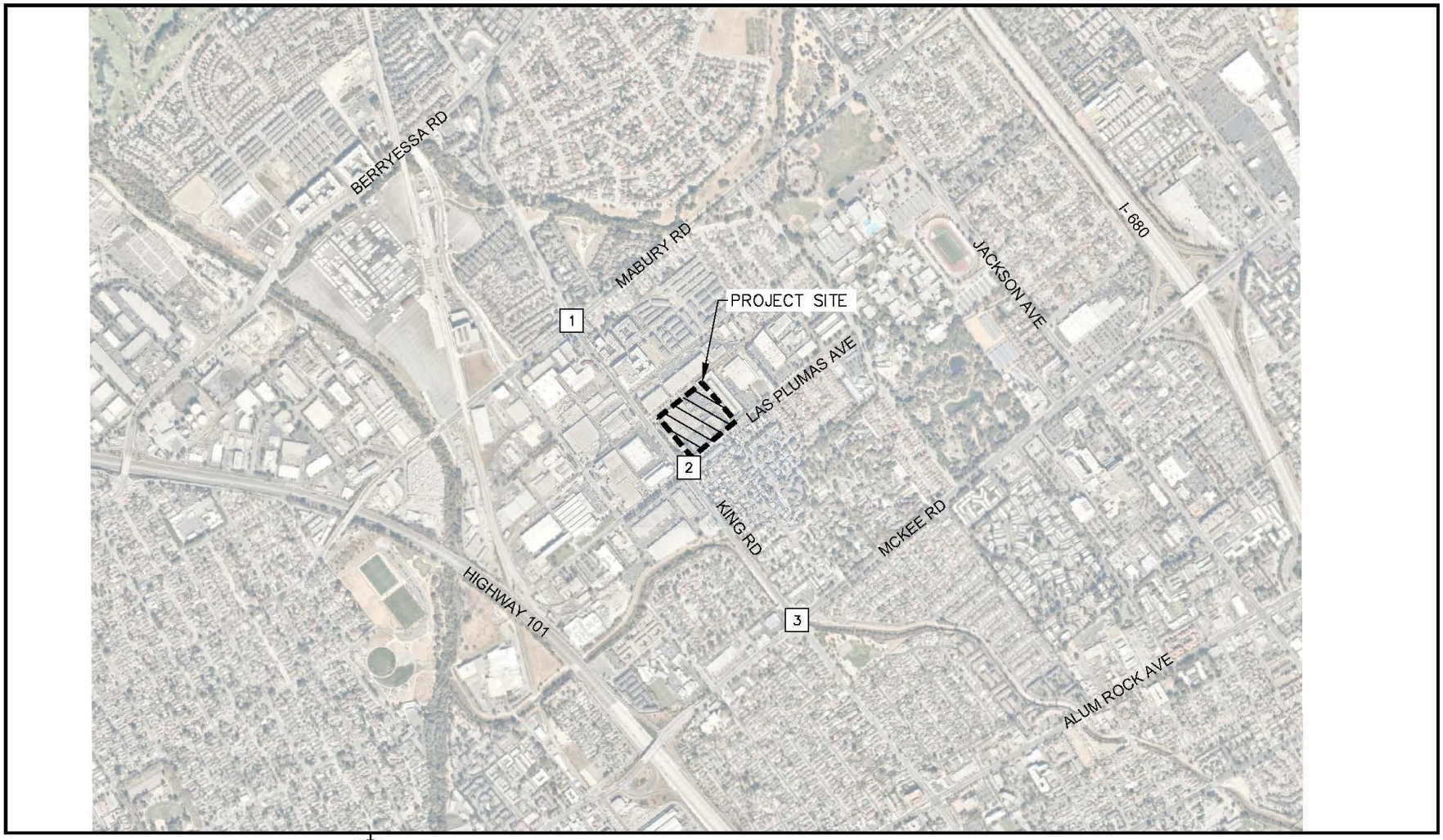
- Scenario 1 - 225,280 square-foot warehouse/distribution center
- Scenario 2 - 65,488 square-foot manufacturing center and 159,792 square-foot warehouse.

The project site will be accessed by one driveway along North King Road and two driveways along Las Plumas Avenue. Under Scenario 1, the project would provide up to 122 vehicle parking spaces and 47 truck parking spaces while Scenario 2 would provide up to 220 vehicle parking spaces on-site.

An overview map showing the project site location is shown in **Figure 1**. Kimley-Horn was retained by Black Creek Group to provide a traffic operations analysis for the proposed project based on the scope of work approved by the City of San José.

Based on the recently adopted Transportation Analysis Council Policy 5-1, the project will require preparation of a comprehensive Transportation Analysis (TA) per the 2018 San Jose Transportation Analysis Handbook. This TA report evaluates several project and transportation criteria including intersection operations, project trip generation, trip distribution, site access and circulation, sight distance, vehicle queuing, parking, bicycle, pedestrian, and transit facilities, and vehicle miles traveled (VMT).

Figure 1: Project Site Map



1.2 CEQA Transportation Analysis Scope

The California Environmental Quality Act (CEQA) was enacted in 1970 to ensure environmental protection through review of discretionary actions approved by all public agencies. For the City of San Jose, a CEQA transportation analysis requires an evaluation of a project's potential impacts related to VMT and other significance criteria per CEQA and Senate Bill 743.

VMT is defined as the total miles of travel by a personal motorized vehicle a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method which measures the full distance of personal motorized vehicle-trips with one end within the project. A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development. For a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. For an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee. The project's VMT is then compared to the VMT thresholds of significance established based on the average area VMT. A project located in a downtown area is expected to have a lower project VMT than the average area VMT, while a project located in a suburban area is expected to have a higher project VMT than the average area VMT.

Screening Criteria

The Transportation Analysis Handbook 2018 includes screening criteria for projects that are expected to result in less-than-significant VMT impacts. Projects that meet the screening criteria do not require a CEQA transportation analysis but may be required to provide a Local Transportation Analysis (LTA).

The proposed project, which is an industrial/warehouse development, would not satisfy the industrial screening criteria set forth in the City's Transportation Analysis Handbook. For analysis purposes, the City of San Jose VMT Evaluation Tool was used to estimate VMT for the project.

VMT Analysis Methodology

The City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects with local traffic to determine whether a project would result in CEQA transportation impacts related to VMT. The City's Travel Demand Model can also be used to determine project VMT for non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns.

For this project, the CEQA transportation analysis was assessed using the San Jose VMT Evaluation Tool to determine the potential VMT impact from the project's description, location, land use attributes.

The project's VMT was compared to the City's existing level VMT and VMT thresholds of significance as established in Council Policy 5.1. Project VMT that exceeds the thresholds of significance will need to mitigate its CEQA transportation impact by implementing various VMT reduction strategies described below.

1. Project characteristics (e.g. density, diversity of uses, design, and affordability of housing) that encourage walking, biking and transit uses.
2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians,
3. Parking measures that discourage personal motorized vehicle-trips, and

4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

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

City of San Jose VMT Threshold

The thresholds of significance for development projects, as established in the Transportation Analysis Policy are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. **Table 1** summarizes the City VMT thresholds of significance for development projects. For residential developments, project generated VMT that exceeds the existing citywide average VMT per capita minus fifteen (15) percent will create a significant adverse impact. For office developments, project generated VMT that exceeds the existing regional average VMT per employee minus fifteen (15) percent will also create a significant adverse impact.

Figure 2 and **Figure 3** shows San Jose heat maps identifying existing level VMT per capita for residential uses and VMT per employee for office and industrial uses in the city. Developments in green-colored areas are estimated to have VMT levels below the City's threshold of significance while orange and pink-colored areas are estimated to have VMT levels above the threshold of significance.

Table 1: City of San Jose VMT Thresholds of Significance

Project Type	Significance Criteria	Current VMT Level	VMT Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent, or existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per Capita (Citywide Average)	10.12 VMT per Capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent.	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee.	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail / Hotel / School Uses	Net increase in existing regional total VMT.	Regional Total VMT	Net Increase
Public / Quasi-Public Uses	In accordance with most appropriate type(s) as determined by Public Works Director.	Appropriate levels listed above	Appripriate thresholds listed above
Mixed Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appripriate thresholds listed above
Change of Use / Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included.	Appropriate levels listed above	Appripriate thresholds listed above
Area Plans	Evaluate each land use component of the Area Plan independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appripriate thresholds listed above
Notes:			
VMT thresholds based on City of San Jose, 2018 Transportation Analysis Handbook, Table 2.			

Figure 2: VMT Per Capita Heat Map for Residential Uses

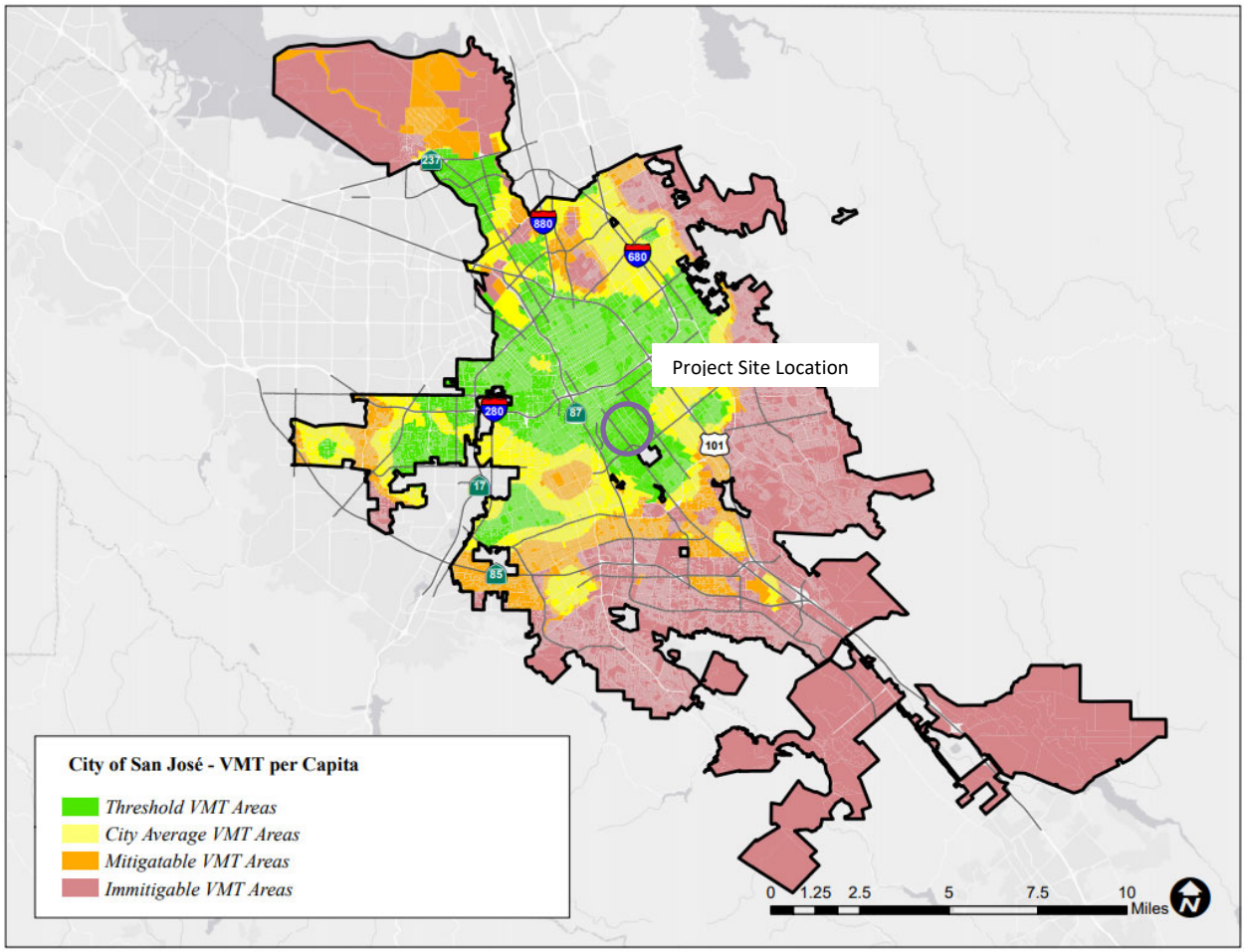
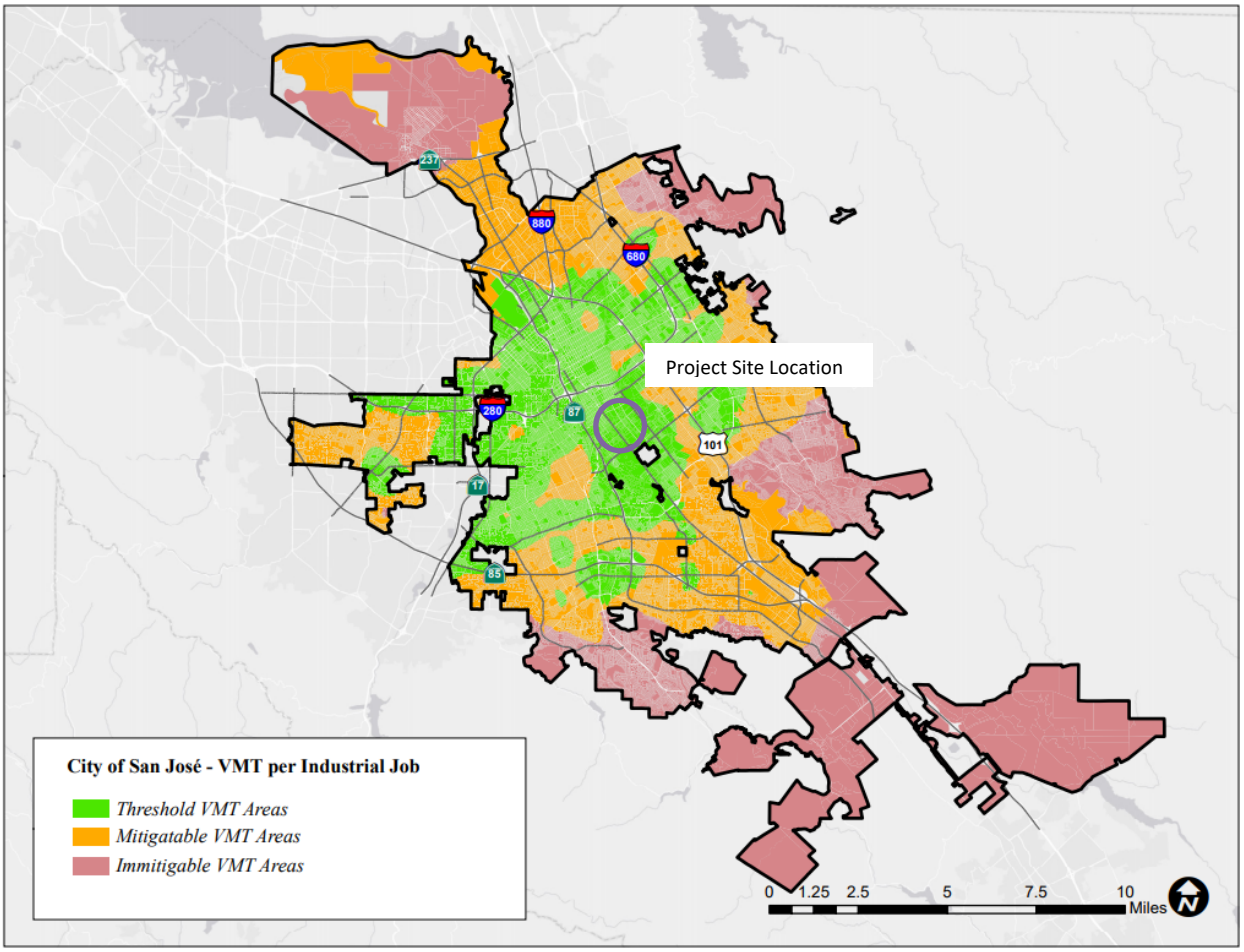


Figure 3: VMT Per Employee Heat Map for Industrial Uses



1.3 Local Transportation Analysis Scope

A Local Transportation Analysis (LTA) evaluates the effects of a development project on transportation, access, circulation, and related safety elements in the proximate area of the project. A 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, characteristics, 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 operation and safety for all transportation modes, with trade-offs guided by the General Plan street typology.

For this project, the LTA was assessed per the guidelines established in the 2018 San Jose Transportation Analysis Handbook and Transportation Analysis work scope for 650 North King Road dated January 20, 2021.

The LTA study to identify potential traffic adverse effects was evaluated per the standards and guidelines set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA) which administers the County Congestion Management Program (CMP). A project is required to conduct

an intersection operations analysis if the project is expected to add ten (10) or more vehicle trips per peak hour per lane to a signalized intersection that is located within half a mile of the project site. Study intersections for the project were selected in consultation with City staff and in accordance with the VTA's TIA Guidelines. The following three (3) intersections studied in this TA are listed below.

1. King Road / Mabury Road
2. King Road / Las Plumas Avenue
3. King Road / McKee Road

Study Scenarios

Traffic conditions for each study intersection were analyzed during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak hours of traffic which represent the most heavily congested traffic on a typical weekday. The study intersections were assessed under the following study scenarios.

- **Existing Conditions**: Existing 2020 AM and PM peak-hour traffic volumes, intersection geometry, and traffic control based on City of San Jose traffic data with a 1% compound growth rate applied at the study intersections to Year 2021 forecasts.

- **Background Conditions**: Peak-hour traffic volumes based on Existing conditions and adding City Approved Trip Inventory (ATI) traffic volumes from City of San Jose database to the Existing roadway geometry and traffic control. The ATI volumes represent approved but not yet constructed developments in the vicinity of the project study area.

- **Background Plus Project Conditions**: Peak-hour traffic volumes based on Background conditions and adding the net vehicle trips from the proposed project to the Background roadway geometry and traffic control. The Project scenario is compared to the Background conditions for determining project traffic adverse effects.

- **Cumulative Conditions**: Peak-hour traffic volumes based on Background conditions and adding future City Approved Trip Inventory (ATI) traffic volumes from the Market Park South Village Development (San Jose Berryessa Flea Market) to the Background roadway geometry and traffic control. The ATI volumes represent future approved but not yet constructed developments in the vicinity of the project study area under General Plan buildout conditions.

- **Cumulative Plus Project Conditions**: Peak-hour traffic volumes based on Cumulative conditions and adding the net vehicle trips from the proposed project to the Background roadway geometry and traffic control. The Project scenario is compared to the Cumulative conditions for determining project traffic adverse effects.

Intersection Level-of-Service Criteria and Thresholds

Analysis of potential adverse effects at roadway intersections is based on the concept of level-of-service (LOS). The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS A (best) represents minimal delay, while LOS F (worst) represents heavy delay and a facility that is operating at or near its functional capacity. LOS for this study was based on the Highway Capacity Manual (HCM) 2000 methodology with TRAFFIX software. This methodology is used by the City of San Jose for CMP-designated intersections and determining average intersection vehicle delay measured in

seconds. The standards used by the City of San Jose to measure intersection operations are summarized below in **Table 2**.

Table 2: Intersection Operation Standards at Signalized Intersections

Operations Standard	Descriptions	Average Control Delay (seconds/vehicle)
A	Operations with very low delay occurring with favorable progress and/or short cycle lengths.	10.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	Between 10.1 and 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	Between 20.1 and 35.0
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.	Between 35.1 and 55.0
E	Operations with high delays indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	Between 55.1 and 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	Higher than 80.0

Project adverse effects are determined by comparing baseline conditions to those scenarios with the proposed Project. Adverse effects for intersections are created when traffic from the proposed Project causes the LOS to fall below the maintaining agency's LOS threshold or causes deficient intersections to deteriorate further, per the criteria indicated below.

City of San Jose LOS Threshold

The City's acceptable intersection operations standard is LOS "D" unless superseded by an Area Development Policy. An adverse effect on intersection operations occurs when the analysis demonstrates that a project would cause the operations standard at a study intersection to fall below LOS "D" with the addition of project vehicle-trips to baseline conditions.

For intersections already operating at LOS "E" or LOS "F" under the baseline conditions, an adverse effect is defined as:

- An increase in average critical delay by 4.0 seconds or more AND an increase in the critical volume-to-capacity (V/C) ratio of 0.010 or more; OR
- A decrease in average critical delay AND an increase in the critical V/C ratio of 0.010 or more.

CMP Intersection LOS Threshold

The County's operations standard for a CMP identified intersection is LOS "E". A project is anticipated to create a significant adverse effect on traffic conditions at a CMP signal if:

- LOS at the intersection degrades from and acceptable LOS "E" or better under baseline conditions to an unacceptable LOS F under baseline plus project conditions; OR
- LOS at the intersection is an unacceptable LOS "F" under baseline conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4)

or more seconds AND the volume-to-capacity ratio (V/C) to increase by one percent (0.01) or more.

1.4 Report Organization

This report includes a total of six (6) chapters as follows:

- **Chapter 2** describes existing transportation conditions including VMT of the existing land uses in the proximity of the project, the existing roadway network, transit service, bicycle and pedestrian facilities.
- **Chapter 3** describes the CEQA transportation analysis, including the project VMT impact analysis.
- **Chapters 4, 5, and 6** describe the local transportation analysis including operations of study intersections, the methods used to estimate project-generated traffic, the project's effects on the transportation system, and an analysis of other transportation issues including site access and circulation, parking, transit services, bicycle and pedestrian facilities, and neighborhood intrusion.

2 EXISTING TRANSPORTATION CONDITIONS

This chapter describes the existing conditions of the transportation system within the study area. It presents the existing land use's vehicle miles traveled (VMT) near the project and describes transportation facilities near the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the Local Transportation Analysis (Chapters 4, 5, and 6).

2.1 Vehicle Miles Traveled

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects. Based on the VMT Evaluation Tool and the project's APN, the existing VMT for employment uses in the project vicinity is 13.29 per employee. The current regional average VMT for employment uses is 14.37 per employee (see **Table 1**). Thus, the VMT levels of existing employment uses in the project vicinity are below the average VMT levels. Chapter 3 presents additional information on the project's VMT.

2.2 Existing Roadway Network

The following local and regional roadways provide access to the project site:

North King Road is a City Connector Street in the north-south direction, extending from Capitol Expressway to Mabury Road in San Jose. Near the project site, North King Road is a four-lane road with Class II bike lanes and a center turn lane that provides direct access to residential, commercial, and industrial businesses. On-street parking is restricted along North King Road and sidewalk facilities are provided for pedestrians on both sides of the street. The proposed project is located in the northeast corner of the North King Road / Las Plumas Avenue signalized intersection and proposes one driveway access point along North King Road.

Las Plumas Avenue is a Local Connector Street in the east-west direction, extending from Highway 101 to Educational Park Drive in San Jose. The facility provides direct access to residential neighborhoods, commercial, and industrial businesses. Along the project frontage, Las Plumas Avenue is a two-lane road with permitted on-street parking and a continuous sidewalk facility on both sides of the street. The proposed project is located in the northeast corner of the North King Road / Las Plumas Avenue signalized intersection and proposes two driveway access points along Las Plumas Avenue.

McKee Road is a City Connector Street in the east-west direction, extending from Highway 101 to Alum Rock Avenue in San Jose. The facility provides direct access to residential neighborhoods, commercial, and industrial businesses. Within the project study area, McKee Road is a four to six-lane road with continuous sidewalk and Class II bike facilities on both sides of the street.

Mabury Road is a City Connector Street in the east-west direction, extending from Highway 101 to White Road in San Jose. The facility provides direct access to residential neighborhoods, commercial, and industrial businesses including access to the Berryessa transit center. Within the project study area, Mabury Road is a four-lane road with continuous sidewalks and Class II bike lanes facility on both sides of the street.

Interstate 680 (I-680) is primarily an eight-lane freeway that is aligned in a north-south orientation between Fairfield and Highway 101 in San Jose at which it transitions into Interstate-280 to San Francisco. Access to the project site to and from I-680 is provided by nearby ramps at McKee Road and Berryessa Road.

Highway 101 is an 8-lane freeway that connects with I-680 and travels in an east-west direction in the City of San José, even though the freeway is labeled as northbound and southbound. Access to and from the project site is provided by ramp terminals at McKee Road and Alum Rock Avenue.

2.3 Existing Pedestrian and Bicycle Facilities

There is an active pedestrian presence within the project study are due to an established pedestrian network and nearby residential neighborhoods. Connected sidewalks at least four feet wide are available along all major roadways in the study area with adequate lighting and signing. At signalized intersections, marked crosswalks, Americans with Disabilities Act (ADA) standard curb ramps, and count down pedestrian signals provide improved pedestrian visibility and safety. The existing project frontage along North King Road and Las Plumas Avenue provides a continuous sidewalk.

Bicycle facilities in the area include North King Road, Mabury Road, and McKee Road which provide Class II bike lanes with buffered striping to separate the vehicle and bike travel way. Most of these corridors feature green paint markings in potential conflict areas and at signalized intersections. Bicycle parking in the surrounding area is limited to private commercial and industrial lots.

Las Plumas Avenue currently does not provide bicycle facilities. Bicyclists on Las Plumas either share the lane with traffic or ride on the sidewalk; however, near the project site, the existing bicycle facilities have good connectivity and provide bicyclists with routes to the surrounding land uses.

The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the project study area and the following facility improvements would benefit the project.

- Las Plumas Avenue from Lenfest Road to Educational Park Drive (Class II bike lanes)
- Educational Park Drive from Mabury Road to McKee Road (Class II bike lanes)
- King Road from Berryessa Road to Capitol Expressway (Class IV protected bike lanes)
- Mabury Road from US 101 to White Road (Class IV protected bike lanes)
- McKee Road from US 101 to Toyon Avenue (Class IV protected bike lanes)

2.4 Existing Transit Facilities

VTA Bus and Light Rail Service

Transit services in the study area include light rail and buses provided by the Santa Clara Valley Transportation Authority (VTA). Per the updated February 8, 2021* service schedule, the project study area is served by the following major transit routes.

- Frequent Bus Route 61
  - Sierra Road and Piedmont Road to Good Samaritan Hospital
  - Local service every 12-15 minutes on weekdays and every 15-30 minutes on weekends
  - Nearest transit stop to project – Berryessa Transit Station
- Frequent Bus Route 64A
  - McKee Road and White Road to Ohlone-Chynoweth Station
  - Local service every 12-15 minutes on weekdays and every 15-30 minutes on weekends
  - Nearest transit stop to project – King Road / McKee Road intersection
- Frequent Bus Route 64B
  - McKee Road and White Road to Almaden Expressway and Camden Avenue
  - Local service every 12-15 minutes on weekdays and every 15-30 minutes on weekends
  - Nearest transit stop to project – King Road / McKee Road intersection
- Frequent Bus Route 70
  - Milpitas BART to Eastridge Mall via Jackson Street
  - Local service every 12-15 minutes on weekdays and every 15-30 minutes on weekends
  - Nearest transit stop to project – Berryessa Transit Center
- Frequent Bus Route 77
  - Milpitas BART to Eastridge Mall via King Road
  - Local service every 12-15 minutes on weekdays and every 15-30 minutes on weekends
  - Nearest transit stop to project – King Road / Las Plumas Avenue intersection

**Note that the routes and service schedules described above are based on February 8, 2021 schedules and are subject to change due to current COVID 19 situation. The affected routes and service schedules is not reflective of typical operations.*

Most regular bus routes operate on weekdays from early in the morning (5:00 AM to 6:00 AM) until late in the evening (10:00 PM to midnight) and on weekends from early morning (5:00 AM to 6:00 AM) until mid-evening (8:00 PM to 10:00 PM). Bus headways during peak commute periods vary between 12 to 30 minutes. The study area is served by bus routes 61, 64A, 64B, 70, and 77 in the VTA system which provide local and regional bus service for commuters between San José downtown and major transit destinations in Santa Clara County. These bus routes also provide transit connections to the Valley Fair Transit Center, San Jose Diridon Station (Caltrain, ACE, Amtrak), Santa Clara Transit Center, VTA Light Rail stations, and Berryessa Transit Center (BART).

Bus stops with bench amenities are provided within ½ mile walking distance from the project site at the North King Road / Las Plumas Avenue intersection.

BART Service

Commuter rail service between Daily City, Richmond, and San Jose is provided by Bay Area Rapid Transit at the Berryessa Transit Center and North San Jose BART Station. This facility is located within ¾ mile from the project and provides vehicle parking, bicycle parking, and bus transfers on-site. Trains currently

operate on the Berryessa-Richmond and Berryessa-Daily City line on a schedule between 5:00 AM and 11:00 PM.

2.5 Existing Intersections

The traffic study to identify potential traffic adverse effects was evaluated per the standards and guidelines set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA) which administers the County Congestion Management Program (CMP). Study intersections for the project were selected in consultation with City staff and in accordance with the VTA's TIA Guidelines. The three (3) intersections studied in this TA are listed below.

1. King Road / Mabury Road
2. King Road / Las Plumas Avenue
3. King Road / McKee Road

2.6 Existing Field Observations

Field observations did not reveal any significant traffic related congestion adjacent near the project site. During the AM and PM peak commute hours, traffic along Mabury Road and McKee Road experiences congestion at the North King Road intersections due to the close proximity to the Highway 101 interchange.

2.7 US-101/Oakland/Mabury Transportation Development Policy

The project site is located within the US-101/Oakland/Mabury Area Development Policy (ADP) area for which a Transportation Development Policy ("TDP") exists. The US-101/Oakland/Mabury TDP provides for additional capacity in the immediate area of the US-101/Oakland interchange.

The City of San Jose has identified operational deficiencies along the Oakland Road corridor at the US 101 interchange primarily due to capacity constraints of the interchange. As a result, the City has identified two key capital improvement projects: 1) modification of the US 101 / Oakland Road interchange and 2) construction of a new US 101 / Mabury Road diamond interchange. Both interchange projects will create additional capacity for accessing and crossing US 101, which will be crucial to accommodate future growth in the vicinity, including the future Berryessa BART station at the San Jose Flea Market site. To fund these necessary improvements, the City adopted the US 101 – Oakland/Mabury Transportation Development Policy (TDP) in 2007.

The TDP identifies various sources of funding to support the construction of the Planned Improvements. A total of $69 million is required to fund the construction of the Planned Improvements with two funding sources already identified to contribute a total of $38 million. One source is the regional funds pursued by the City and the Valley Transportation Authority (VTA) as part of the Valley Transportation Plan 2030 (VTP 2030) toward the construction of the US-101/Mabury Road interchange. This regional contribution is expected to be a $30 million allocation. The other source is the contribution toward the Planned Improvements by the City and/or its Redevelopment Agency as described in (1) the North San José Area Development Policy EIR; and (2) the Downtown Strategy 2000 EIR, which is expected to be an $8 million contribution.

Along with the adoption of the US-101/Oakland/Mabury TDP, the City Council established a Traffic Fee program to fund the balance of the $31 million cost for the Planned Improvements. The Traffic Fee

Program requires new development that generates vehicle trip demands for the Policy Interchange Intersections to make fair share financial contributions as determined by the Nexus Study prepared as a part of the Traffic Fee program. The City will administer the traffic fees it collects and conduct appropriate studies, design, environmental clearance, and construction of the Planned Improvements as funds become available from payment of the fee by new development and other funding sources identified above.

The US101/Oakland/Mabury TDP requires new residential and commercial development to make a fair-share contribution toward the construction cost of $31 million based on the development capacity and the related trips generated by the development. The maximum available capacity at the Policy Interchange Intersections for all future development projects is 1,153 PM peak hour trips.

Of the 1,153 PM trips, 10% or 115 PM trips, are allocated to the trips generated by future industrial growth that are exempt from the Traffic Fee Program. The remaining 1,038 PM trips are allocated to new residential and commercial development and are subjected to the Traffic Fee. The fair share Traffic Fee for each interchange trip is $41,499, per direction from the City. Furthermore, to ensure the amount remains at a consistent value over time, the amount of the Traffic Fee will be increased annually on January 1 per the Engineering News-Record (ENR) Construction Cost Index for San Francisco published by the McGraw Hill.

3 CEQA TRANSPORTATION ANALYSIS

This chapter describes the CEQA transportation analysis, including the VMT threshold of significance and the project-level VMT impact analysis results.

3.1 Project VMT Analysis

A VMT analysis was used to evaluate the 650 North King Road project VMT levels against the appropriate thresholds of significance established in Council Policy 5-1. Section 3.4 and Table 1 of the *Transportation Analysis Handbook* identifies screening criteria to exempt certain components of a project that are expected to result in a less-than significant VMT impact from the project description, characteristics, and/or location. Based on the screening criteria, the project's industrial/warehouse component would not meet the industrial screening criteria of 30,000 square-feet of gross floor area or less.

The City of San Jose VMT Evaluation Tool was used to estimate VMT impacts for the project. The VMT Evaluation Tool calculates the per-capita and per-employee VMT for the half-mile radius surrounding the project site, as calculated using the City's travel demand model and adjusted to the parcel level. For projects that would trigger a VMT impact, VMT reduction strategies such as introducing TDM or additional multimodal infrastructure can be used to mitigate the VMT impact which is estimated from research literature and case studies.

The proposed project was evaluated in the VMT tool assuming development of 225,280 square-feet of industrial use. **Table 3** summarizes the VMT analysis.

Table 3: Project VMT Analysis

Scenario	VMT per Employee	Project VMT Impact?
City VMT Threshold	14.37	N/A
Existing	13.29	N/A
Project	13.25	No

The City's VMT per employee threshold for industrial land uses is 14.37. For the surrounding land use area, the existing VMT is 13.29. The proposed project is anticipated to generate a VMT per employee of 13.25. The evaluation tool estimates that the project would not exceed the City's industrial VMT per employee threshold and would not trigger a VMT impact.

A summary of the project VMT outputs/results using the City's Evaluation Tool is presented in **Figure 4** and the **Appendices**.

3.2 Cumulative Impact Analysis

Projects must also demonstrate consistency with the Envision San Jose 2040 General Plan to address cumulative impacts. If a project is determined to be consistent with the General Plan, the project will be considered part of the cumulative solution to meet the General Plan's long-range goals and it will result in a less-than-significant cumulative impact. Factors that contribute to a determination of consistency with the General Plan include a project's density, design, and conformance to the goals and policies set forth in the General Plan.

Based on the project description and intended use, the proposed development is consistent with the goals of the General Plan and US101/Oakland/Mabury Transportation Development Policy. Therefore, the project is anticipated to result in a less-than-significant cumulative impact.

Figure 4: San Jose VMT Evaluation Tool Summary Report

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	650 N King Road - Scenario 2	Tool Version:	2/29/2019
Location:	650 N King Road - Black Creek Acquisitions	Date:	4/9/2021
Parcel:	25454023 Parcel Type: Suburb with Multifamily Housing		

Proposed Parking Spaces Vehicles: 220 Bicycles: 22

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	0 KSF		
Industrial:	225.3 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	9
With Project Density (DU/Residential Acres in half-mile buffer)	9
Increase Development Diversity	
Existing Activity Mix Index	0.59
With Project Activity Mix Index	0.60
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)	14
With Project Density (Jobs/Commercial Acres in half-mile buffer)	14

Tier 2 - Multimodal Infrastructure

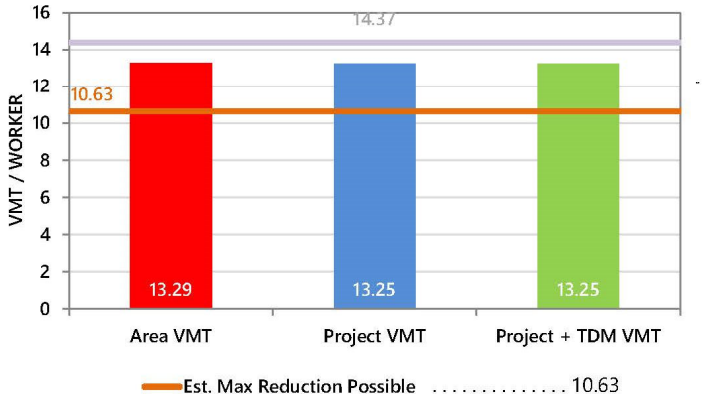
Tier 3 - Parking

Tier 4 - TDM Programs

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

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



4 LTA PROJECT DESCRIPTION

This chapter describes the local transportation analysis including the method by which project traffic is estimated through trip generation, trip distribution, and volume assignment.

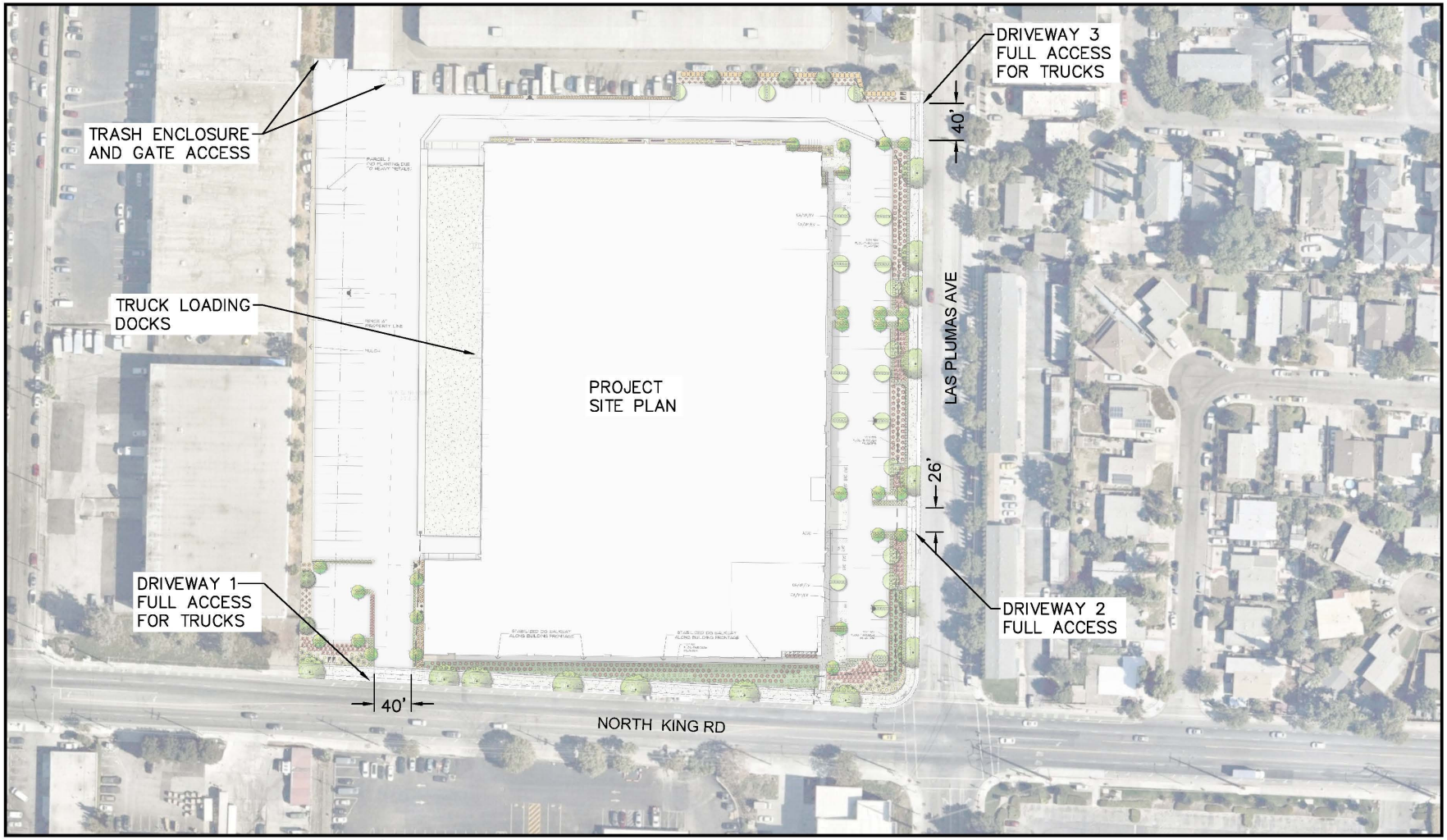
4.1 Project Site Plan

Based on the most recent site plan provided by HPA Architecture, the project proposes to redevelop the existing site which currently consists of several general warehousing and industrial facilities operated by multiple tenants. The future tenant is to be determined, and the applicant is proposing the following site alternatives:

- Scenario 1 - 225,280 square-foot warehouse/distribution center
- Scenario 2 - 65,488 square-foot manufacturing center and 159,792 square-foot warehouse.

The project site will be accessed by one driveway along North King Road and two driveways along Las Plumas Avenue. Under Scenario 1, the project would provide up to 122 vehicle parking spaces and 47 truck parking spaces while Scenario 2 would provide up to 220 vehicle parking spaces on-site. The project site plan is presented in **Figure 5** and the **Appendices**.

Figure 5: Project Site Plan



4.2 Project Trip Generation

Trip generation for the proposed project land uses was calculated using average trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*.

A trip is defined as a single or one-directional vehicle movement in either the origin or destination at the project site. In other words, a trip can be either "to" or "from" the site. In addition, a single customer visit to a site is counted as two trips (i.e. one to and one from the site). Daily, AM, and PM peak hour trips for the project were calculated with average trip rates. Due to the project description the unknown future tenants for the industrial uses, the following ITE land uses were conservatively applied to the proposed 650 North King Road development:

- Scenario 1
  - ITE 150 Warehousing – 225,280 square-feet
- Scenario 2
  - ITE 140 Manufacturing – 65,488 square-feet
  - ITE 150 Warehousing – 159,792 square-feet

Baseline Vehicle Trips

Under Scenario 1, baseline vehicle trips for the proposed project (excluding trip adjustments) are anticipated to generate a gross total of 392 daily trips, 38 AM peak hour trips, and 43 PM peak hour vehicle trips. Of the AM peak hour trips, approximately 29 trips will be inbound to the project and 9 trips will be outbound from the project. For the PM peak hour trips, approximately 12 trips are inbound while 31 trips are outbound.

Under Scenario 2, baseline vehicle trips for the proposed project (excluding trip adjustments) are anticipated to generate a gross total of 535 daily trips, 68 AM peak hour trips, and 74 PM peak hour vehicle trips. Of the AM peak hour trips, approximately 53 trips will be inbound to the project and 15 trips will be outbound from the project. For the PM peak hour trips, approximately 22 trips are inbound while 52 trips are outbound.

Vehicle Trip Reductions

Per the per the 2018 *Transportation Analysis Handbook*, an internal capture reduction can be applied based on vehicle-trip reduction rates from the *VTA Transportation Impact Analysis Guidelines*. An internal capture reduction was not applied to the project since it does not contain an applicable mixed land use.

A location-based mode share trip reduction was applied. This adjustment is a function of multimodal connectivity and accounts for greater mode share for projects located in urban or transit developed areas. From Table 5 and Table 6 of the *Transportation Analysis Handbook*, the project location is designated as a "Suburb with multifamily housing" area with a vehicle mode share of 92 percent for industrial land uses. Therefore, an 8% mode share trip reduction was assumed to the project.

Per the *Transportation Analysis Handbook*, identified VMT reduction strategies will also encourage reductions in vehicle-trips generated by the project. For commercial and industrial projects, it is assumed that every percent reduction in per-employee VMT is equivalent to one percent reduction in

peak hour vehicle trips. The project is not anticipated to incorporate any City identified VMT reduction strategies; therefore, a VMT vehicle-trip reduction was not applied to the project.

Under Scenario 1, total gross vehicle trips for the proposed project (including trip adjustments) are to be 360 daily trips, 34 AM peak hour trips, and 39 PM peak hour vehicle trips. Of the AM peak hour trips, approximately 26 trips will be inbound to the project and 8 trips will be outbound from the project. For the PM peak hour trips, approximately 11 trips will be inbound, while 28 trips are outbound.

Under Scenario 2, total gross vehicle trips for the proposed project (including trip adjustments) are to be 492 daily trips, 62 AM peak hour trips, and 68 PM peak hour vehicle trips. Of the AM peak hour trips, approximately 48 trips will be inbound to the project and 14 trips will be outbound from the project. For the PM peak hour trips, approximately 20 trips will be inbound, while 48 trips are outbound.

Existing Trip Credit

The project will also involve demolishing the existing uses on site, and the land use could be eligible for an existing use trip credit. Per City direction, the existing use trip credit for the site was determined by ITE rates and the percentage of occupied building space from the previous tenants. In addition, peak hour driveway counts were collected at the existing site on August 20, 2020. The existing land use breakdown and driveway counts are referenced in the **Appendices** and data sets were found to be consistent with each other for peak hour trips of a similar land use size.

Net Vehicle Project Trips

Table 4 compares the net trip generation results between Scenario 1 and Scenario 2 land use site plans. **Tables 5 and 6** provides a summary of the proposed trip generation and trip reductions for each site plan alternative.

Under Scenario 1, development of the proposed project with all applicable trip reductions and credits is anticipated to generate a final net total of 0 additional daily trips, 0 AM, and 2 PM peak hour trips to the roadway network.

Under Scenario 2, development of the proposed project with all applicable trip reductions and credits is anticipated to generate a final net total of 0 additional daily trips, 7 AM, and 11 PM peak hour trips to the roadway network.

To provide a conservative level of service operations analysis, the Scenario 2 land use plan is assumed for the project.

Table 4: Net Project Trip Generation Comparison

Development Scenario	Net Total Daily Trips	Net AM Peak Trips			Net PM Peak Trips		
		Total	In	Out	Total	In	Out
Scenario 1	0	0	0	0	2	2	0
Scenario 2	0	7	1	6	11	11	0

Table 5: Project Trip Generation – Scenario 1

LAND USE / DESCRIPTION	PROJECT SIZE	TOTAL DAILY TRIPS	AM PEAK TRIPS			PM PEAK TRIPS		
			TOTAL	IN	/ OUT	TOTAL	IN	/ OUT
Trip Generation Rates (ITE)								
Warehouse [ITE 150]	Per 1,000 Sq Ft	1.74	0.17	77%	/ 23%	0.19	27%	/ 73%
Manufacturing [ITE 140]	Per 1,000 Sq Ft	3.93	0.62	77%	/ 23%	0.67	31%	/ 69%
General Office Building [ITE 710]	Per 1,000 Sq Ft	9.74	1.16	86%	/ 14%	1.15	16%	/ 84%
Baseline Vehicle-Trips for 650 N King Road								
650 N King Road - Warehouse	225.28 1,000 Sq Ft	392	38	29	/ 9	43	12	/ 31
Baseline Project Vehicle-Trips		**392**	**38**	**29**	**/ 9**	**43**	**12**	**/ 31**
Location-based Mode Share Adjustments								
Suburb With Multi-Family (Mode Share)	-8%	(32)	(4)	(3)	/ (1)	(4)	(1)	/ (3)
Project Vehicle-Trips After Reduction		**360**	**34**	**26**	**/ 8**	**39**	**11**	**/ 28**
Other Trip Adjustments								
(Office) 646 N King - Yellow Checker Cab & Our City Forest	(7.47) 1,000 Sq Ft	(73)	(9)	(8)	/ (1)	(9)	(1)	/ (8)
(Office) 650 N King - 1st Commercial Realty Group	(29.63) 1,000 Sq Ft	(289)	(34)	(29)	/ (5)	(34)	(5)	/ (29)
(Warehouse) 652-10 N King - Guaranteed Express	(18.40) 1,000 Sq Ft	(32)	(3)	(2)	/ (1)	(3)	(1)	/ (2)
(Warehouse) 652-20 N King - Air Filter Controls Inc	(7.26) 1,000 Sq Ft	(13)	(1)	(1)	/ 0	(1)	0	/ (1)
(Warehouse) 654-A N King - Fresh & Best Produce	(10.71) 1,000 Sq Ft	(19)	(2)	(2)	/ 0	(2)	(1)	/ (1)
(Warehouse) 656-10 N King - US Foods	(2.79) 1,000 Sq Ft	(5)	0	0	/ 0	(1)	0	/ (1)
(Warehouse) 656-20 N King - Safra Distribution	(5.56) 1,000 Sq Ft	(10)	(1)	(1)	/ 0	(1)	0	/ (1)
(Warehouse) 656-3 N King - Safra Distribution	(3.24) 1,000 Sq Ft	(6)	(1)	(1)	/ 0	(1)	0	/ (1)
(Warehouse) 656-4 N King - Air 1 Moving	(20.58) 1,000 Sq Ft	(36)	(3)	(2)	/ (1)	(4)	(1)	/ (3)
(Warehouse) 1805 Las Plumas - Odwalla Inc	(7.55) 1,000 Sq Ft	(13)	(1)	(1)	/ 0	(1)	0	/ (1)
Other Trip Adjustment Subtotal		**(496)**	**(55)**	**(47)**	**/ (8)**	**(57)**	**(9)**	**/ (48)**
Baseline Project Vehicle-Trips		**392**	**38**	**29**	**/ 9**	**43**	**12**	**/ 31**
Gross Project Vehicle-Trips		**360**	**34**	**26**	**/ 8**	**39**	**11**	**/ 28**
Net Project Vehicle-Trips		**(136)**	**(21)**	**(21)**	**/ 0**	**(18)**	**2**	**/ (20)**
Final Net Project Vehicle-Trips (For Analysis)		**0**	**0**	**0**	**/ 0**	**2**	**2**	**/ 0**

Notes:

Land Uses based on latest proposed site plan from HPA Architecture

Daily, AM, and PM trips based on average land use rates from the Institute of Traffic Engineers Trip Generation 10th Edition

A 8% Mode Share Reduction from San Jose Transportation Analysis Handbook 2018 was applied since the project is located in an "Suburb with Multi-Family Housing" area.

Existing land uses were estimated with ITE average rates for trip credit purposes per City direction.

Existing Land Uses used for ITE vehicle trips based on latest Project Description & 2020 tenant information from Applicant

Table 6: Project Trip Generation – Scenario 2

LAND USE / DESCRIPTION	PROJECT SIZE	TOTAL DAILY TRIPS	AM PEAK TRIPS			PM PEAK TRIPS		
			TOTAL	IN	/ OUT	TOTAL	IN	/ OUT
Trip Generation Rates (ITE)								
Warehouse [ITE 150]	Per 1,000 Sq Ft	1.74	0.17	77%	/ 23%	0.19	27%	/ 73%
Manufacturing [ITE 140]	Per 1,000 Sq Ft	3.93	0.62	77%	/ 23%	0.67	31%	/ 69%
General Office Building [ITE 710]	Per 1,000 Sq Ft	9.74	1.16	86%	/ 14%	1.15	16%	/ 84%
Baseline Vehicle-Trips for 650 N King Road								
650 N King Road - Warehouse	159.897 1,000 Sq Ft	278	27	21	/ 6	30	8	/ 22
650 N King Road - Manufacturing	65.488 1,000 Sq Ft	257	41	32	/ 9	44	14	/ 30
Baseline Project Vehicle-Trips		**535**	**68**	**53**	**/ 15**	**74**	**22**	**/ 52**
Location-based Mode Share Adjustments								
Suburb With Multi-Family (Mode Share)	-8%	(43)	(6)	(5)	/ (1)	(6)	(2)	/ (4)
Project Vehicle-Trips After Reduction		**492**	**62**	**48**	**/ 14**	**68**	**20**	**/ 48**
Other Trip Adjustments								
(Office) 646 N King - Yellow Checker Cab & Our City Forest	(7.47) 1,000 Sq Ft	(73)	(9)	(8)	/ (1)	(9)	(1)	/ (8)
(Office) 650 N King - 1st Commercial Realty Group	(29.63) 1,000 Sq Ft	(289)	(34)	(29)	/ (5)	(34)	(5)	/ (29)
(Warehouse) 652-10 N King - Guaranteed Express	(18.40) 1,000 Sq Ft	(32)	(3)	(2)	/ (1)	(3)	(1)	/ (2)
(Warehouse) 652-20 N King - Air Filter Controls Inc	(7.26) 1,000 Sq Ft	(13)	(1)	(1)	/ 0	(1)	0	/ (1)
(Warehouse) 654-A N King - Fresh & Best Produce	(10.71) 1,000 Sq Ft	(19)	(2)	(2)	/ 0	(2)	(1)	/ (1)
(Warehouse) 656-10 N King - US Foods	(2.79) 1,000 Sq Ft	(5)	0	0	/ 0	(1)	0	/ (1)
(Warehouse) 656-20 N King - Safra Distribution	(5.56) 1,000 Sq Ft	(10)	(1)	(1)	/ 0	(1)	0	/ (1)
(Warehouse) 656-3 N King - Safra Distribution	(3.24) 1,000 Sq Ft	(6)	(1)	(1)	/ 0	(1)	0	/ (1)
(Warehouse) 656-4 N King - Air 1 Moving	(20.58) 1,000 Sq Ft	(36)	(3)	(2)	/ (1)	(4)	(1)	/ (3)
(Warehouse) 1805 Las Plumas - Odwalla Inc	(7.55) 1,000 Sq Ft	(13)	(1)	(1)	/ 0	(1)	0	/ (1)
Other Trip Adjustment Subtotal		**(496)**	**(55)**	**(47)**	**/ (8)**	**(57)**	**(9)**	**/ (48)**
Baseline Project Vehicle-Trips		**535**	**68**	**53**	**/ 15**	**74**	**22**	**/ 52**
Gross Project Vehicle-Trips		**492**	**62**	**48**	**/ 14**	**68**	**20**	**/ 48**
Net Project Vehicle-Trips		**(4)**	**7**	**1**	**/ 6**	**11**	**11**	**/ 0**
Final Net Project Vehicle-Trips (For Analysis)		**0**	**7**	**1**	**/ 6**	**11**	**11**	**/ 0**

Notes:

Land Uses based on latest proposed site plan from HPA Architecture

Daily, AM, and PM trips based on average land use rates from the Institute of Traffic Engineers Trip Generation 10th Edition

A 8% Mode Share Reduction from San Jose Transportation Analysis Handbook 2018 was applied since the project is located in an "Suburb with Multi-Family Housing" area.

Existing land uses were estimated with ITE average rates for trip credit purposes per City direction.

Existing Land Uses used for ITE vehicle trips based on latest Project Description & 2020 tenant information from Applicant

4.3 Project Trip Distribution and Assignment

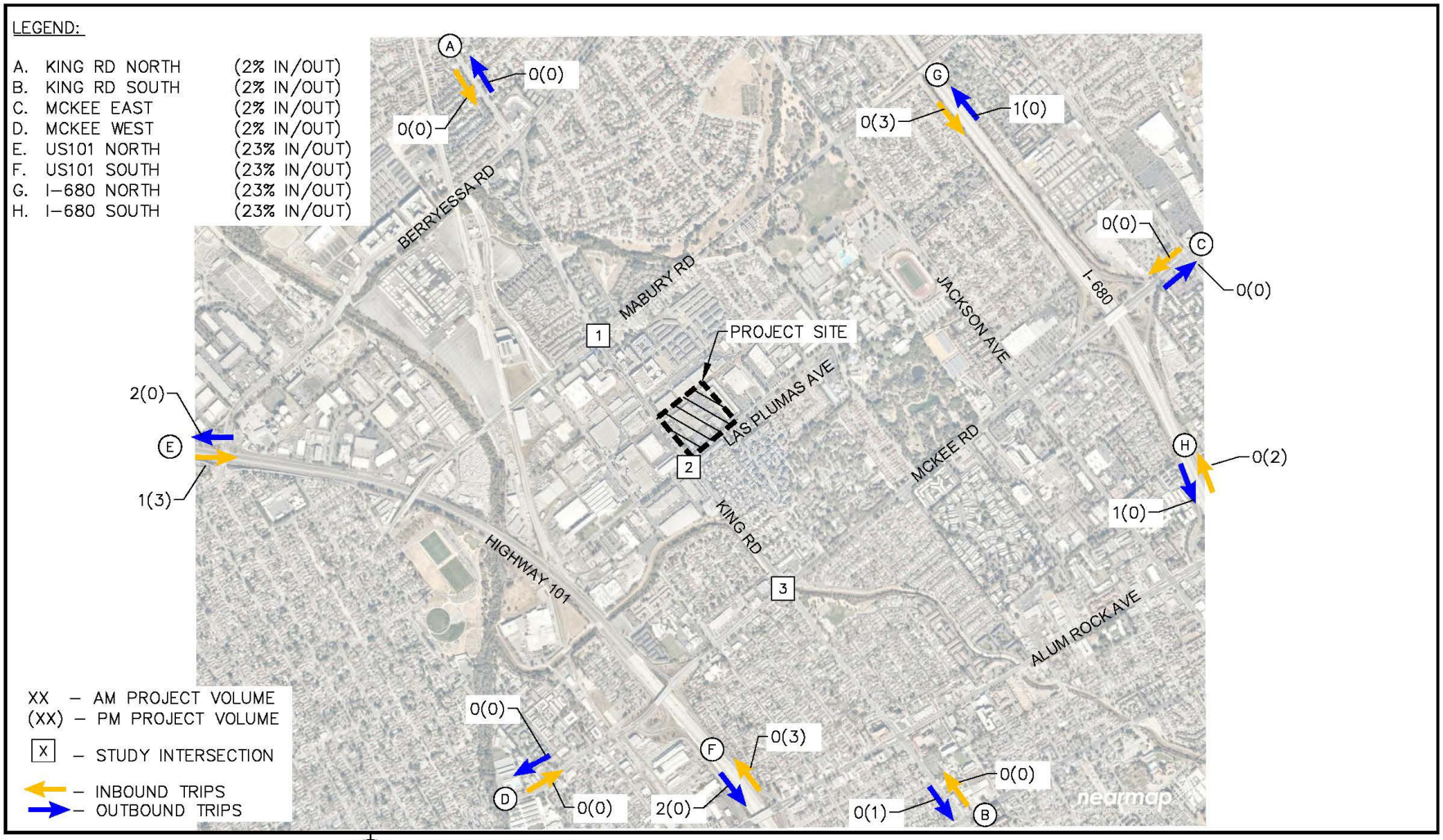
Due to the nature of the proposed development, vehicle project trips are anticipated to access the I-680 and US 101 regional freeways. Trip distribution and assignment assumptions for the project were based on the project driveway location, the freeway ramp location, community characteristics, and professional engineering judgement. The project trips to and from the site are anticipated to access the following regional facilities and destinations with the estimated trip distribution percentages as shown in **Table 7**.

Table 7: Project Trip Distribution

Location	Roadway Origin / Destination	Inbound Trip Distribution (%)	Outbound Trip Distribution (%)
A	King Road North	2%	2%
B	King Road South	2%	2%
C	McKee Road East	2%	2%
D	McKee Road West	2%	2%
E	US 101 North	23%	23%
F	US 101 South	23%	23%
G	I-680 North	23%	23%
H	I-680 South	23%	23%

The net project trip assignments and distributions are presented in **Figure 6** and **Figure 7**. The trip assignment shown represents the shortest paths to and from the project site under ideal traffic conditions.

Figure 6: Net Project Trip Distribution and Assignment – Scenario 2



Kimley»Horn

NORTH

GRAPHIC SCALE IN FEET
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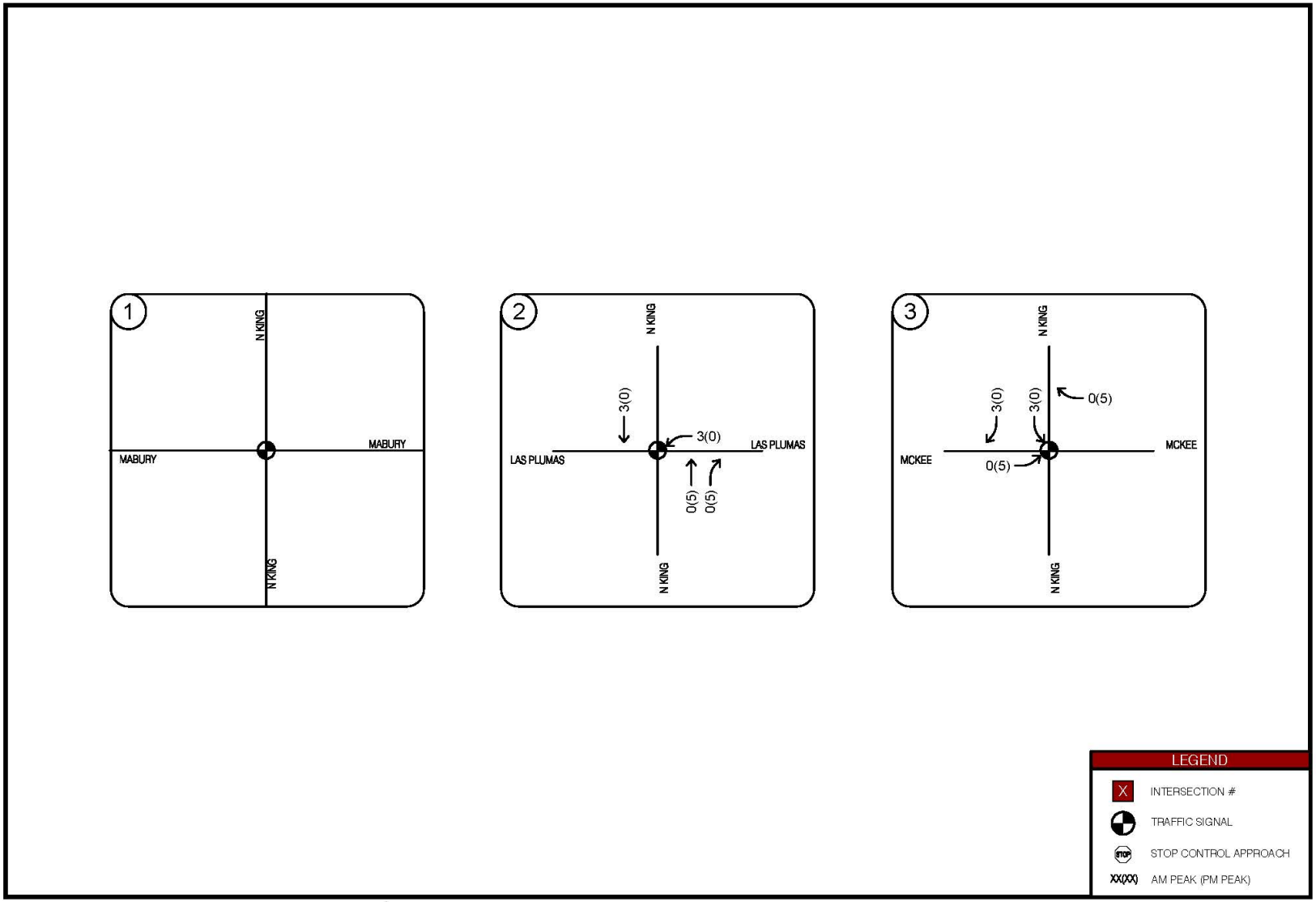
TS-197388001 JULY 2021

650 N KING ROAD DEVELOPMENT (SCENARIO 2)
NET PROJECT TRIP DISTRIBUTION AND ASSIGNMENT
650 N KING ROAD TRANSPORTATION ANALYSIS

Figure 7: Net Project Assignment – Scenario 2



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NET PROJECT PEAK HOUR VOLUMES

650 N KING ROAD TRANSPORTATION ANALYSIS

5 LTA INTERSECTION OPERATIONS

This chapter describes the local transportation analysis including intersection operations analysis for: existing, background, and background plus project conditions; intersection vehicle queuing analysis; and mitigation measures for any adverse effects to intersection level of service caused by the project.

5.1 Existing Conditions Analysis:

Due to COVID-19 situation, traffic counts for Year 2021 was determined from historic count data. Weekday AM and PM peak hour intersection turning movement volumes for the existing study intersections were obtained from City of San Jose traffic data and applying a 1% compound growth rate. These historic counts included vehicles, bicycles, and pedestrians and were collected when local schools were in session and the weather was fair. Peak hour volumes during each intersection's respective peak were conservatively used in this analysis, therefore, some volume imbalances were observed between study intersections. Where imbalances occurred, volumes were conservatively increased slightly above what was counted in the field. Existing intersection lane geometry and peak hour turning movement volumes are shown in **Figure 8** and **Figure 9**, respectively.

Traffic operations were evaluated at the study intersections under Existing conditions, and the results of the analysis are presented in **Table 8**. Historic intersection turning-movement counts and TRAFFIX output sheets provided by the City to determine Year 2021 traffic volumes are attached in the **Appendices**.

Table 8: Intersection Operations Summary for Existing Conditions

#	Intersection	LOS Criteria	Control	Existing Conditions							
				AM Peak				PM Peak			
				LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)
1	King Rd / Maybury Rd	D	Signal	C	31.9	0.617	33.3	C	31.5	0.698	33.9
2	King Rd / Las Plumas Ave	D	Signal	C	24.7	0.478	23.3	C	20.7	0.493	19.2
3	King Rd / McKee Rd	D	Signal	D	47.6	0.832	58.6	D	46.8	0.806	51.7

As shown above, all study intersections currently operate at acceptable LOS during the AM and PM peak hour during Existing Year 2021 conditions.

Figure 8: Existing Intersection Lane Geometry

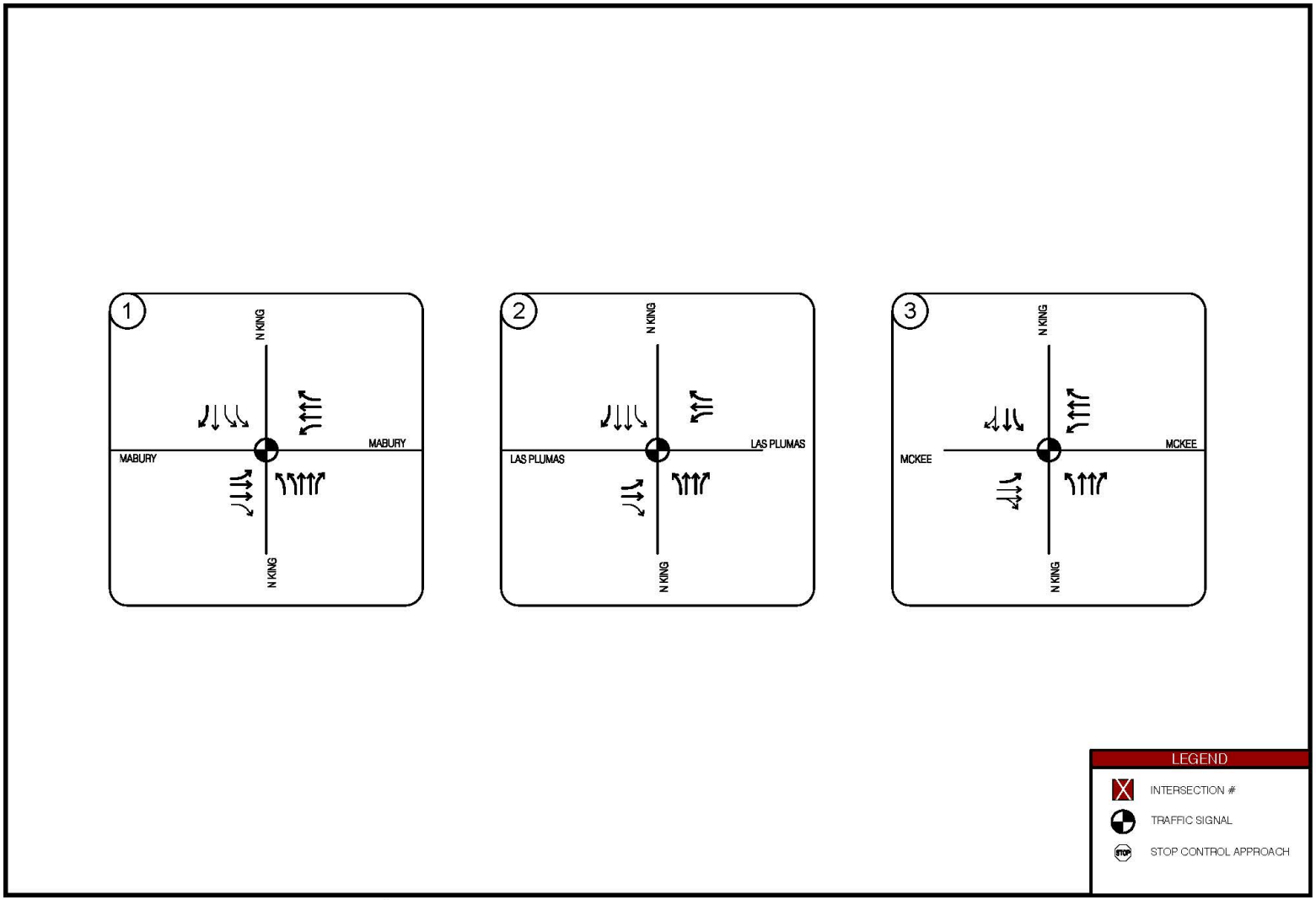
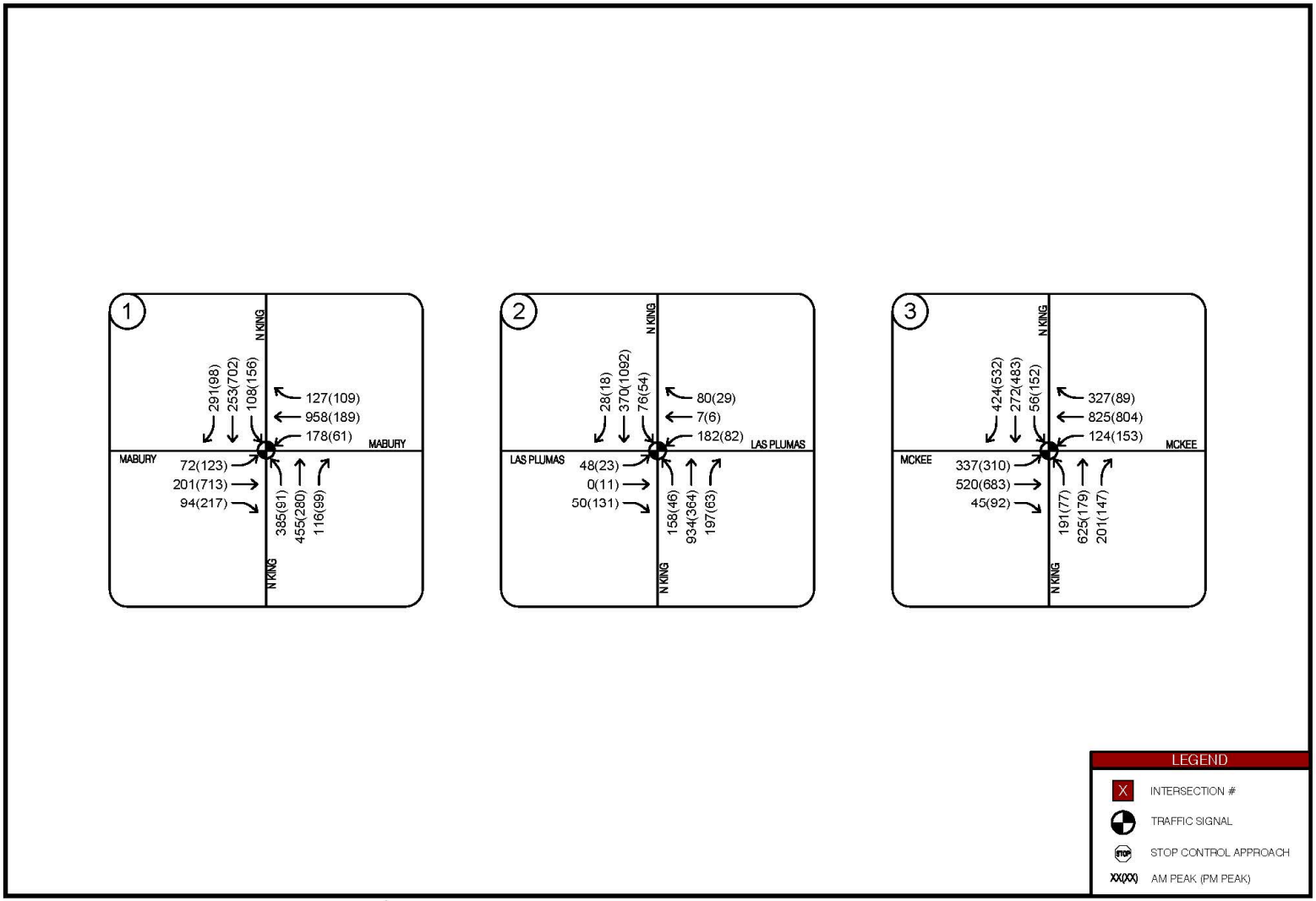


Figure 9: Existing Traffic Volumes



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EXISTING CONDITION PEAK HOUR VOLUMES

650 N KING ROAD TRANSPORTATION ANALYSIS

5.2 Background Conditions Analysis

Traffic generated from other approved projects in the project study area were obtained from the City of San Jose Approved Trip Inventory (ATI) database attached in the **Appendices**. These ATI traffic volumes were added to the existing traffic counts to generate the Background baseline scenario and include the following local projects.

- North San Jose Area Development
- Downton Strategy Plan 2040
- PDC03-093 (3-0381) San Jose Regional Medical Center
- PP08-024 (3-18362) Educational Park Branch Library
- PRE05-430 (3-12552) Pepper Lane Retail/Commercial

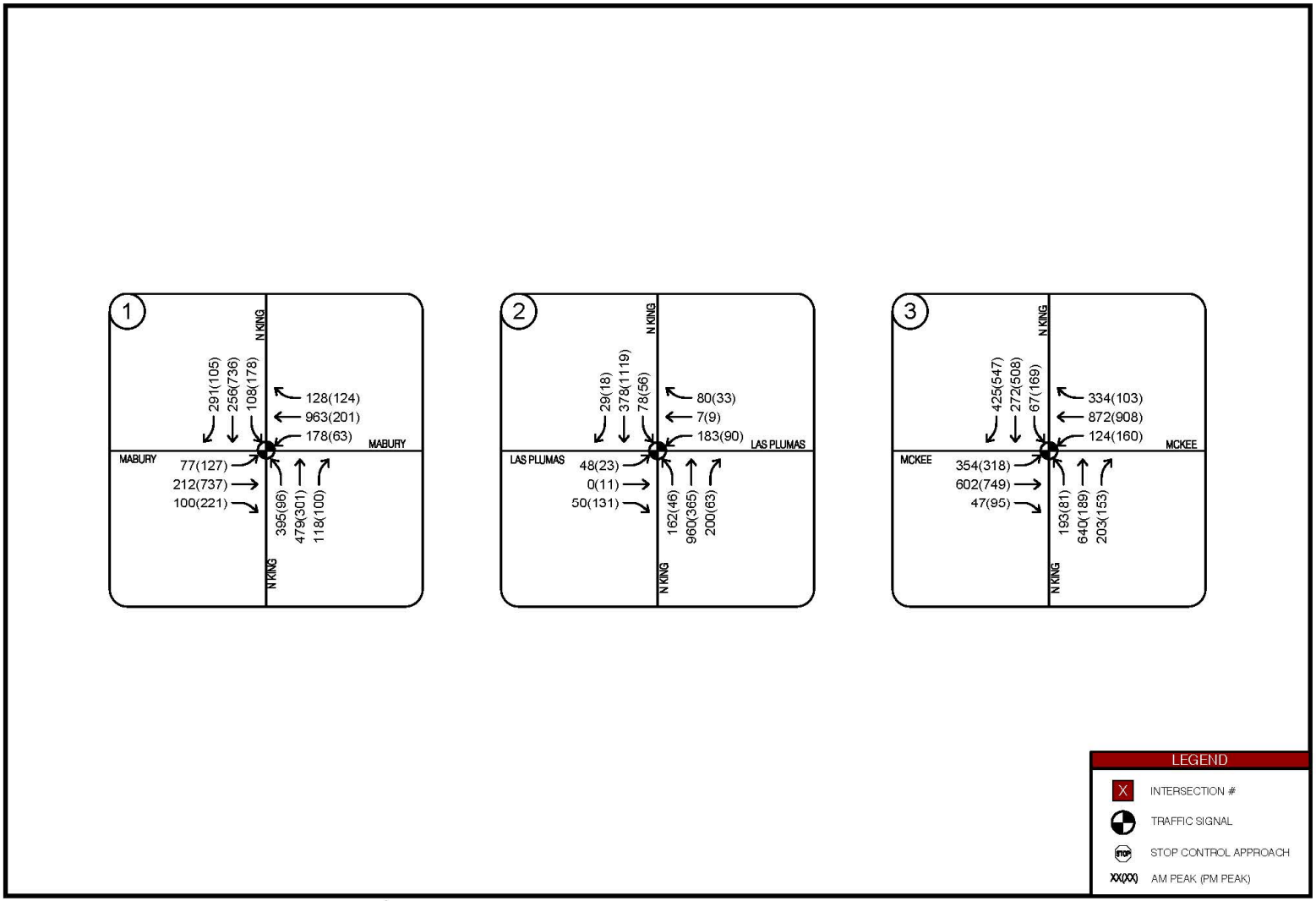
Traffic operations for the study intersections under Background conditions are shown below in **Table 9** and **Figure 10**.

Table 9: Intersection Operations Summary for Background Conditions

#	Intersection	LOS Criteria	Background Conditons							
			AM Peak				PM Peak			
			LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)
1	King Rd / Maybury Rd	D	C	32.1	0.627	33.8	C	32.2	0.729	35.0
2	King Rd / Las Plumas Ave	D	C	24.7	0.488	23.3	C	21.1	0.509	19.7
3	King Rd / McKee Rd	D	D	48.7	0.858	61.0	D	48.8	0.854	55.2

As shown above, all study intersections currently operate at acceptable LOS during the AM and PM peak hour during Background conditions.

Figure 10: Background Traffic Volumes



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BACKGROUND CONDITION PEAK HOUR VOLUMES

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5.3 Background Plus Project Conditions Analysis

Traffic operations were evaluated at the study intersections under Background Plus Project conditions based on Background conditions and adding the net vehicle trips from the proposed project to the Background roadway geometry and traffic control. The net project traffic volumes were incorporated from the Trip Generation and Trip Distribution described in Section 4 of this report. To provide a conservative level of service operations analysis, the Scenario 2 land use plan is assumed for the project.

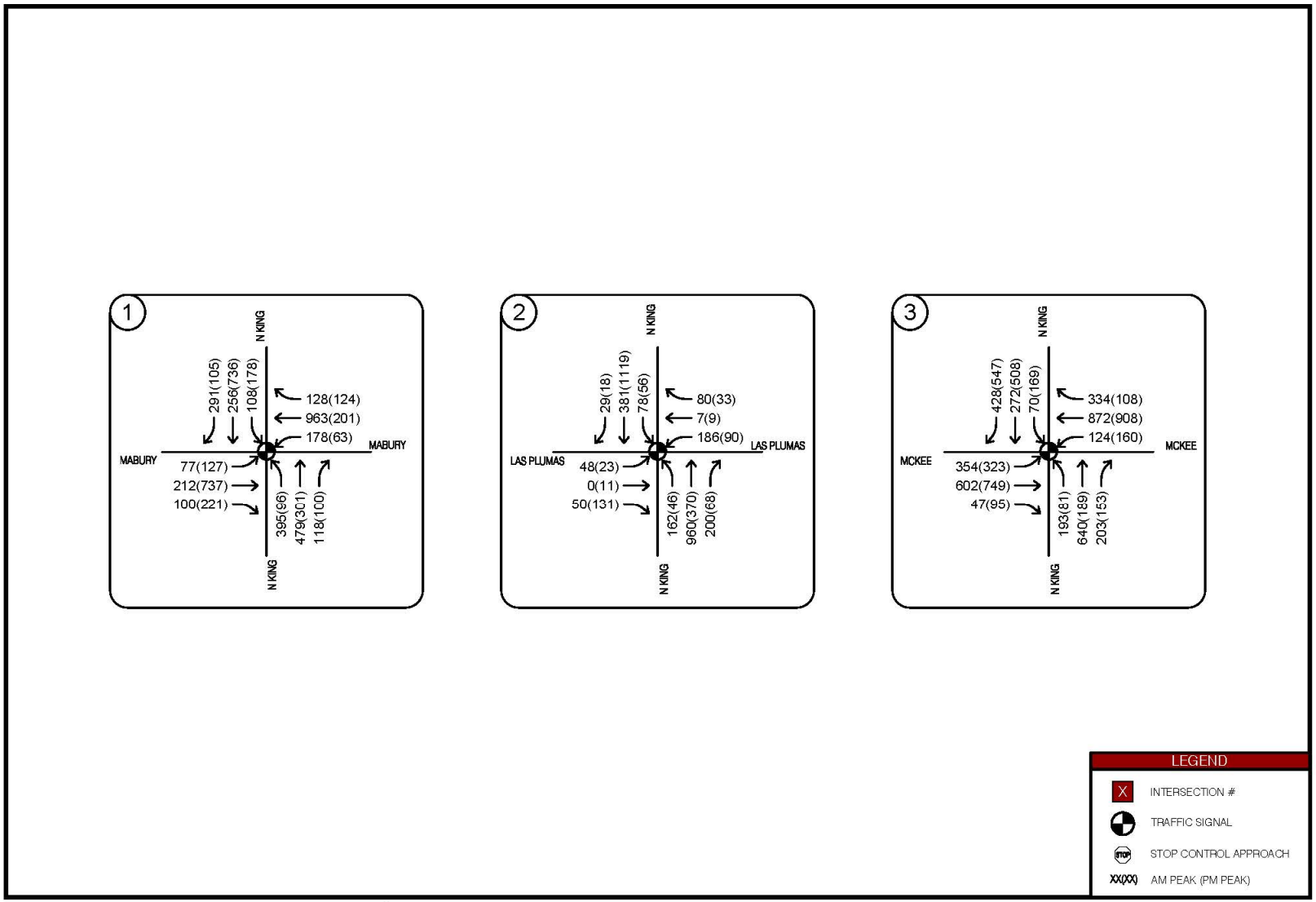
Traffic operations for the study intersections under Project conditions are shown below in **Table 10** and **Figure 11**.

Table 10: Intersection Operations Summary for Background Plus Project Conditions

#	Intersection	LOS Criteria	Background Plus Project Conditions							
			AM Peak							
			LOS	Delay (sec)[1]	Delay Var	v/c Ratio	v/c Var	Crit. Delay (sec)	Crit. Delay Var	Impact
1	King Rd / Maybury Rd	D	C	32.1	0.0	0.627	0.000	33.8	0.0	NO
2	King Rd / Las Plumas Ave	D	C	24.8	0.1	0.490	0.002	23.4	0.1	NO
3	King Rd / McKee Rd	D	D	48.8	0.1	0.860	0.002	61.2	0.2	NO
#	Intersection	LOS Criteria	Background Plus Project Conditions							
			PM Peak							
			LOS	Delay (sec)[1]	Delay Var	v/c Ratio	v/c Var	Crit. Delay (sec)	Crit. Delay Var	Impact
1	King Rd / Maybury Rd	D	C	32.2	0.0	0.729	0.000	35.0	0.0	NO
2	King Rd / Las Plumas Ave	D	C	21.0	-0.1	0.507	-0.002	19.6	-0.1	NO
3	King Rd / McKee Rd	D	D	48.9	0.1	0.856	0.002	55.5	0.3	NO

As shown below, the following study intersections are anticipated to operate at acceptable LOS under Background Plus Project conditions.

Figure 11: Background Plus Project Traffic Volumes



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BACKGROUND PLUS PROJECT PEAK HOUR VOLUMES

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5.4 Cumulative Conditions Analysis

Traffic generated from other approved projects in the project study area were obtained from the City of San Jose Approved Trip Inventory (ATI) database attached in the **Appendices**. These ATI traffic volumes were added to the Background peak hour traffic volumes to generate the Cumulative baseline scenario and include the following planned and approved projects.

- PDC03-108 (3-16680) Berryessa Flea Market Office
- PDC03-108 (3-16680) Berryessa Flea Market Residential
- PDC03-108 (3-16680) Berryessa Flea Market Retail

Traffic operations were evaluated at the study intersections under Cumulative and Cumulative Plus Project conditions. The net project traffic volumes were incorporated from the Trip Generation and Trip Distribution described in Section 4 of this report. To provide a conservative level of service operations analysis, the Scenario 2 land use plan is assumed for the project.

Traffic operations for the study intersections under Cumulative conditions are shown below in **Table 11, Table 12,** and **Figure 12**.

Table 11: Intersection Operations Summary for Cumulative Conditions

#	Intersection	LOS Criteria	Cumulative Conditions							
			AM Peak				PM Peak			
			LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)
1	King Rd / Maybury Rd	D	C	33.7	0.708	37.8	C	34.6	0.806	39.2
2	King Rd / Las Plumas Ave	D	C	24.6	0.526	23.5	C	20.5	0.541	19.2
3	King Rd / McKee Rd	D	D	52.8	0.916	68.5	D	52.1	0.909	61.6

Table 12: Intersection Operations Summary for Cumulative Plus Project Conditions

#	Intersection	LOS Criteria	Cumulative Plus Project Conditions							
			AM Peak							
			LOS	Delay (sec)[1]	Delay Var	v/c Ratio	v/c Var	Crit. Delay (sec)	Crit. Delay Var	Impact
1	King Rd / Maybury Rd	D	C	33.7	0.0	0.708	0.000	37.8	0.0	NO
2	King Rd / Las Plumas Ave	D	C	24.7	0.1	0.528	0.002	23.6	0.1	NO
3	King Rd / McKee Rd	D	D	53.0	0.2	0.918	0.002	68.8	0.3	NO

#	Intersection	LOS Criteria	Cumulative Plus Project Conditions							
			PM Peak							
			LOS	Delay (sec)[1]	Delay Var	v/c Ratio	v/c Var	Crit. Delay (sec)	Crit. Delay Var	Impact
1	King Rd / Maybury Rd	D	C	34.6	0.0	0.806	0.000	39.2	0.0	NO
2	King Rd / Las Plumas Ave	D	C	20.4	-0.1	0.539	-0.002	19.1	-0.1	NO
3	King Rd / McKee Rd	D	D	52.3	0.2	0.911	0.002	62.0	0.4	NO

As shown above, the following study intersections are anticipated to operate at acceptable LOS under Cumulative conditions. The addition of project trips does not create an adverse impact to the study intersections under the Cumulative Plus Project scenario.

5.5 Intersection Queue Analysis

A peak hour vehicle queue analysis was evaluated for the King Road / McKee Road study intersection using the TRAFFIX software, and the results are summarized in **Table 13**.

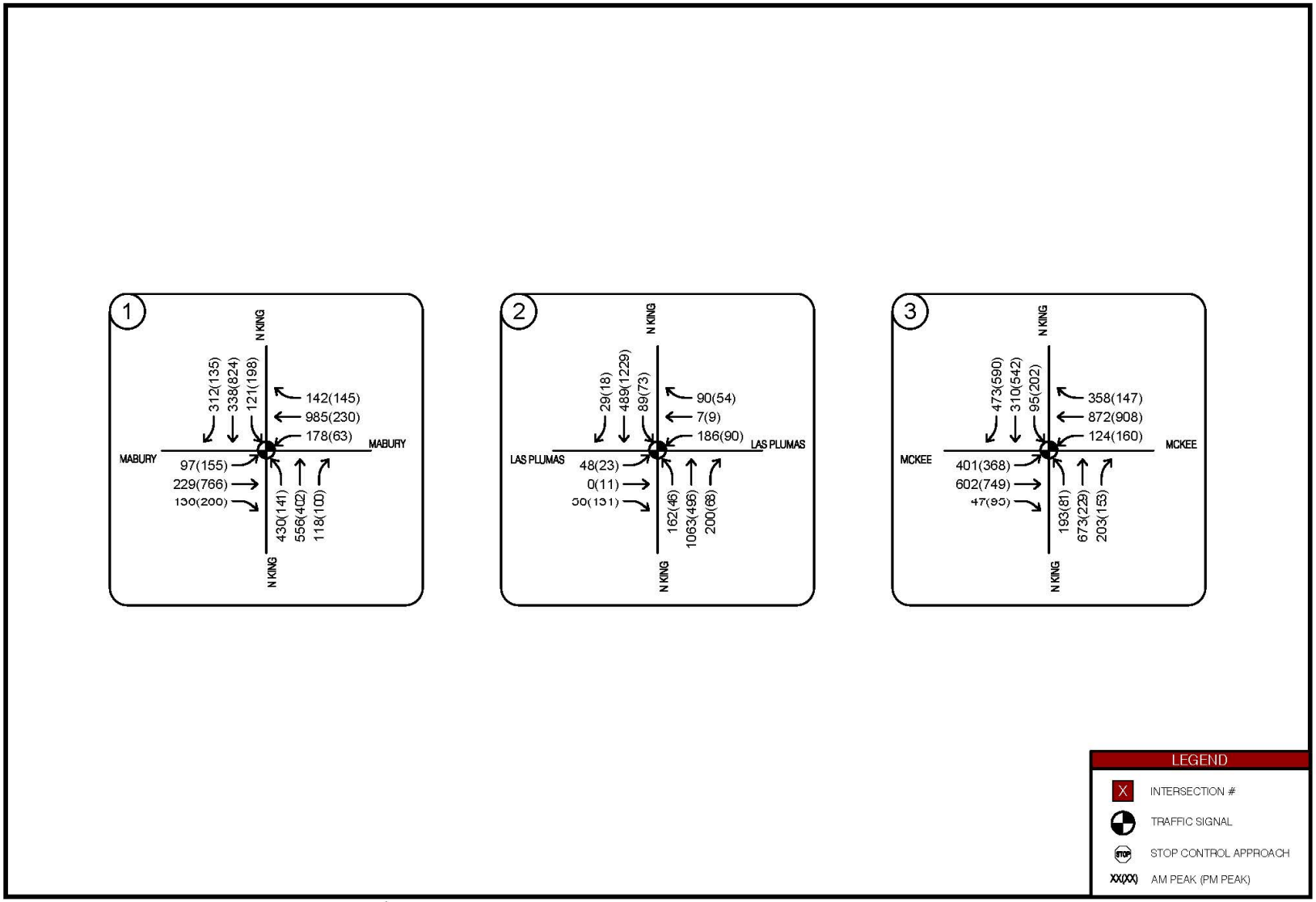
Table 13: Vehicle Queues at King and McKee Intersection

DESCRIPTION	KING ROAD / MCKEE ROAD															
	AM PEAK								PM PEAK							
	NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR
Existing Conditions																
95% Queue (veh/ln)	20	10	5	33	30	18	11	22	11	9	11	37	27	25	14	4
95% Queue (ft/ln)	500	250	125	825	750	450	275	550	275	225	275	925	675	625	350	100
Number of Turn Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Storage (ft/ln)	275	200	225	375	350	300	200	300	275	200	225	375	350	300	200	300
Sufficient Storage?	NO	NO	YES	NO	NO	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	YES
Background Conditions																
95% Queue (veh/ln)	21	11	6	34	31	20	11	22	11	10	12	40	29	27	15	5
95% Queue (ft/ln)	525	275	150	850	775	500	275	550	275	250	300	1000	725	675	375	125
Number of Turn Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Storage (ft/ln)	275	200	225	375	350	300	200	300	275	200	225	375	350	300	200	300
Sufficient Storage?	NO	NO	YES	NO	NO	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	YES
Background Plus Project Conditions																
95% Queue (veh/ln)	21	11	6	34	32	20	11	23	11	10	13	41	29	27	15	5
95% Queue (ft/ln)	525	275	150	850	800	500	275	575	275	250	325	1025	725	675	375	125
Number of Turn Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Storage (ft/ln)	275	200	225	375	350	300	200	300	275	200	225	375	350	300	200	300
Sufficient Storage?	NO	NO	YES	NO	NO	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	YES
Project Impact?	NO	NO	NO	NO	YES	NO	NO	**YES**	NO	NO	**YES**	**YES**	NO	NO	NO	NO
Adverse Effect?	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Cumulative Conditions																
95% Queue (veh/ln)	22	11	8	38	37	20	11	25	12	10	14	45	34	27	15	7
95% Queue (ft/ln)	550	275	200	950	925	500	275	625	300	250	350	1125	850	675	375	175
Number of Turn Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Storage (ft/ln)	275	200	225	375	350	300	200	300	275	200	225	375	350	300	200	300
Sufficient Storage?	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	YES
Cumulative Plus Project Conditions																
95% Queue (veh/ln)	22	11	8	39	37	20	11	25	12	10	15	46	34	27	15	7
95% Queue (ft/ln)	550	275	200	975	925	500	275	625	300	250	375	1150	850	675	375	175
Number of Turn Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Storage (ft/ln)	275	200	225	375	350	300	200	300	275	200	225	375	350	300	200	300
Sufficient Storage?	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	YES
Project Impact?	NO	NO	NO	**YES**	NO	NO	NO	NO	NO	NO	**YES**	**YES**	NO	NO	NO	NO
Adverse Effect?	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

The right and left turn vehicle queues at the King/McKee intersection are congested during the Existing, Background, and Cumulative condition. The addition of project trips during the Background Plus Project and Cumulative Plus Project scenarios would increase the intersection vehicle queue in the southbound and westbound directions by one vehicle.

The 95th percentile outbound queue at the project driveways along North King Road and Las Plumas Avenue is anticipated to be up to 50-feet (2 car lengths) for the Plus Project scenario during the AM and PM peak. This maximum queue would extend into proposed drive aisle. Vehicles exiting the proposed driveway would be able to access the roadway when there are sufficient gaps generated between platooning vehicles. From the trip distribution presented in Section 4, the peak number of vehicles exiting the site for the PM peak hour is 29 trips which is equivalent to an outbound rate of 1 vehicle every 2-minutes. The driveway vehicle queue is not expected to create an adverse effect to on-site traffic operations.

Figure 12: Cumulative Plus Project Traffic Volumes



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CUMULATIVE PLUS PROJECT PEAK HOUR VOLUMES

650 N KING ROAD TRANSPORTATION ANALYSIS

5.6 Adverse Effects and Improvements

This section discusses significant transportation project adverse effects identified under Plus Project conditions and/or other potential roadway improvements. Per City guidelines in the 2018 Transportation Analysis Handbook, proposed mitigation measures to address negative adverse effects at a study intersection should prioritize improvements related to alternative transportation modes, parking measures, and/or TDM measures with secondary improvements that increase vehicle capacity to the transportation network.

Project Intersection Adverse Effects

Based on City and CMP intersection operation threshold criteria described in Section 1.3, the project is not anticipated to generate an adverse effect to the study intersections during the Background Plus Project and Cumulative Plus Project scenarios.

City Identified Roadway Improvements

North King Road is identified as a Vision Zero corridor. Per the City's Complete Street Guidelines and functional roadway classification, North King Road is planned to be improved with a raised median to control vehicle speeds and improve safety for all road users. As such, the project would be required to construct the raised median improvement along the North King Road project frontage with an optional median opening to allow southbound left-turn movements into the project site.

This roadway improvement would restrict outbound left-turn movements onto North King Road from the project driveway; however right-in, right-out, and left-in vehicle access would be preserved. It should be noted that final implementation and potential fair share contribution to this planned roadway improvement would need to be coordinated between the project applicant and the City.

City Identified Bicycle Improvements

Per the San Jose 2025 Better Bike Plan, the City is planning to enhance the following bicycle facilities in the project study area:

- Las Plumas Avenue from Lenfest Road to Educational Park Drive (Class II bike lanes)
- Educational Park Drive from Mabury Road to McKee Road (Class II bike lanes)
- King Road from Berryessa Road to Capitol Expressway (Class IV protected bike lanes)
- Mabury Road from US 101 to White Road (Class IV protected bike lanes)
- McKee Road from US 101 to Toyon Avenue (Class IV protected bike lanes)

As such, the project would likely need to contribute or build out the planned bike facilities along the project frontages on North King Road and Las Plumas Avenue. Based on preliminary assessment, implementation of Class IV protected bike lanes on North King Road could potentially require modification to the existing curb return along the project frontage. For Class II bike lanes on Las Plumas Avenue, the roadway could potentially require restriping of the roadway to accommodate the buffered bike lanes while narrowing the vehicle travel lanes and on-street parking. These improvements are feasible to incorporate with the proposed project site plan.

It should be noted that final implementation and potential fair share contribution to these planned bicycle improvements would need to be coordinated between the project applicant and the City.

City Identified Transit Improvements

Per discussion with City and VTA staff, the project would require the following improvements to the existing bus stop at the North King Road / Las Plumas Avenue intersection:

- Install a four-foot minimum wide pedestrian pathway that connects the bus stop to the Project parking lot. This would help riders access the project site without having to enter the driveway on Las Plumas Avenue.
- Replace the existing wooden bench at the transit with a metal bench per the specifications provided in the **Appendices**.

5.7 US 101/Oakland/Mabury Traffic Impact Fee

A schedule for completion of the new US 101 / Oakland Road and US 101 / Mabury Road interchanges has yet to be determined. In order to implement the identified improvements, the TDP provides a funding mechanism to collect a proportional contribution from future development. The City's adopted US101/Oakland/Mabury TDP includes a nexus study which evaluated future demand in the study area as well as a traffic fee required for new development towards the fair-share contribution.

The TDP requires new residential and commercial development to make a fair-share contribution toward the construction cost of $31 million based on the development capacity and the related trips generated by the development. The maximum available capacity at the Policy Interchange Intersections for all future development projects is 1,153 PM peak hour trips.

Of the 1,153 PM trips, 10% or 115 PM trips, are allocated to the trips generated by future industrial growth that are exempt from the Traffic Fee Program. The remaining 1038 PM trips are allocated to new residential and commercial development and are subjected to the Traffic Fee. The fair share Traffic Fee for each interchange PM trip is $41,499, calculated by apportioning $31 million of un-committed funding needs across the 1,038 PM trips. Furthermore, to ensure the amount remains at a consistent value over time, the amount of the Traffic Fee will be increased annually on January 1 per the Engineering News-Record (ENR) Construction Cost Index for San Francisco published by the McGraw Hill.

From the trip generation, distribution, and assignment described in Section 4, the project under Scenario 2 would generate up to 11 net total PM project trips. Of these net total PM trips, approximately 6 project trips were assumed to originate from the Highway 101 northbound and southbound ramps at McKee Road. This was assumed since the proposed industrial land use functions as a regional employment attractor and would generate new freeway trips via Highway 101. Therefore, up to six (6) PM project trips could be applicable for traffic fees.

However, since the TDP exempts up to 115 PM future industrial trips from the traffic fee program, the project could potentially be exempt from paying a traffic fee under this provision. In the situation where the exempt trip allowance for industrial development is exhausted, new trips from the project's industrial development would be required to pay the traffic fee for the trips in excess of the allowance.

Based on the current fee of $41,499 per PM peak hour trip, the project could potentially pay a maximum fair share of up to $248,994 in traffic fees if the TDP industrial trip allowance is already exceeded. The City and project applicant will need to coordinate to determine the traffic fee methodology under the US101/Oakland/Mabury TDP policy.

6 LTA SITE ACCESS AND CIRCULATION

This chapter describes the local transportation analysis including site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, construction operations, and neighborhood interface.

6.1 Driveway Site Access

Site access and circulation for the project is based on the latest site plan prepared by HPA Architects included in the **Appendices**. The project provides on-site parking spaces for commercial delivery vans, trucks and employee staff. The at-grade parking lot for employees is accessed by one driveway along North King Road. The parking and loading area for delivery vans and trucks are accessed by two driveways along Las Plumas Avenue. The southmost driveway along Las Plumas Avenue provides exclusive access for inbound/outbound semi-trailer truck shipments and the other driveway along Las Plumas Avenue provides access for employee parking.

The proposed project driveway on North King Road is situated approximately 650-feet north of the North King Road / Las Plumas Avenue intersection while the closest Las Plumas Avenue driveway is located approximately 200-feet east of the intersection. Per City guidance, driveways should be a minimum of 150 feet from any intersection, and the project satisfies this standard. The proposed driveway location optimizes sight distance and spacing for the proposed site plan. To improve vehicle sight distance of approaching pedestrians and bicycles on North King Road and Las Plumas Avenue, it is recommended to provide low clearance landscaping between the back of curb on both sides of the driveway.

Per City Municipal Code 20.90.100 and Table 20-220, the minimum width of the proposed two-way drive aisle is 26-feet. The driveway on North King Road is 26-feet wide to accommodate parking for employee passenger vehicles. On Las Plumas Avenue, the southmost driveway is 40-feet wide to accommodate semi-trailer trucks while the driveway near the signal is 30-feet wide to accommodate employee and visitor parking. Based on associated turning templates for the given design vehicle, the wider driveway dimensions proposed on the latest site plan are recommended to provide sufficient vehicle access and circulation for entering and exiting vehicles.

Due to the proposed raised median along North King Road, vehicles accessing the North King Road project drivewaywould be allowed to make inbound left, inbound right, and outbound right turns . For Las Plumas Avenue, full-access is provided at the project driveways. From the queue analysis results summarized in Section 5, inbound vehicle queues and delays are not expected to be significant issues. For outbound vehicles, on-site vehicle queues are expected during the AM and PM peak due to a combination of inherent unpredictability of vehicle arrivals at driveways, and the random occurrence of gaps in traffic; however, these conditions are typical of driveways in industrial areas.

The standard parking spaces on-site are dimensioned 9-feet by 18-feet while the truck parking spaces are dimensioned 10-feet by 53-feet which satisfy City parking standards.

6.2 Passenger Vehicle Access and Circulation

Vehicle maneuverability and access for the on-site parking was analyzed using AutoTURN software which measures design vehicle swept paths and turning through simulation and clearance checks.

A passenger car design from the American Association of State Highway and Transportation Officials (AASHTO) was assessed for the internal parking lots. Analysis using the AASHTO template revealed that passenger vehicles could adequately access the employee parking lot driveway along North King Road, maneuver through the parking lot, and park in the stalls without conflicting into other vehicles or stationary objects. The proposed site layout and 26-feet wide driveway provides sufficient vehicle clearance.

For delivery vans accessing the loading and parking area along Las Plumas Avenue, a SU-30 truck design vehicle was assumed to provide a conservative analysis. Turning templates for this delivery vehicle and typical delivery vans indicate that the proposed 30-feet wide driveways on Las Plumas Avenue are recommended to provide sufficient vehicle access to and from the project site without conflict.

6.3 Heavy Vehicle Truck Access and Circulation

Delivery trucks and heavy vehicles are currently prohibited from stopping or parking along North King Road and Las Plumas Avenue along the project frontage. All delivery activity for the project would occur on-site in the designated loading areas.

Per City Municipal Code 20.90.410, a building intended for use by a manufacturing plant, storage facility, warehouse facility, goods display facility, retail store, wholesale store, market, hotel, hospital, mortuary, laundry, dry cleaning establishment, or other use having a floor area of 10,000 square-feet or more shall provide a minimum of one (1) off-street loading space, plus one additional such loading space for each 20,000 square-feet of floor area. Based on these ratios, the project is required to provide at least thirteen (13) on-site loading spaces. The project provides at least 27 loading dock spaces and satisfies the City requirement.

The STAA truck based on AASHTO and the Caltrans Highway Design Manual was assumed as the maximum size delivery truck that would be allowed due to truck route and maneuverability constraints in the area and at the project driveway. Fire apparatus and garbage trucks were also checked for site access, and these vehicle dimensions were based on NCHRP 659 – Guide for the Geometric Design of Driveways.

STAA delivery trucks would be able to maneuver on Las Plumas Avenue adjacent to the project site and access the southmost designated truck driveway to load/unload and exit the site. Turning templates for this delivery vehicle indicate that the proposed 40-feet wide driveway on North King Road and Las Plumas Avenue is recommended to provide sufficient vehicle access to and from the project site without conflict.

Garbage and recycling bins are anticipated to be located near the loading docks or in a designated trash enclosure within the parking lot. Waste collection vehicles would be able to enter the project driveways to pick up bins and exit the site without conflict.

In the event of an emergency, it is assumed that fire apparatus vehicles will stage in the project parking lots, along North King Road, or along Las Plumas Avenue. The proposed site layout and location of emergency drive aisles would allow emergency vehicles to have full access to all sides of the building. Existing fire hydrants on Las Plumas Avenue and on the northwest corner of the King/Las Plumas intersection provides direct fire access for emergency personnel. The project driveways and internal drive aisles are 26-feet wide minimum, provide at least 10-feet high clearance, and satisfies the 20-foot horizontal and 10-foot- vertical minimum access clearances from the 2016 CA Fire Code.

Figure 13 thru **Figure 17** show site access and vehicle turn templates at the project driveway and on-site parking for the design vehicles described above.

Figure 13: Passenger Vehicle Access

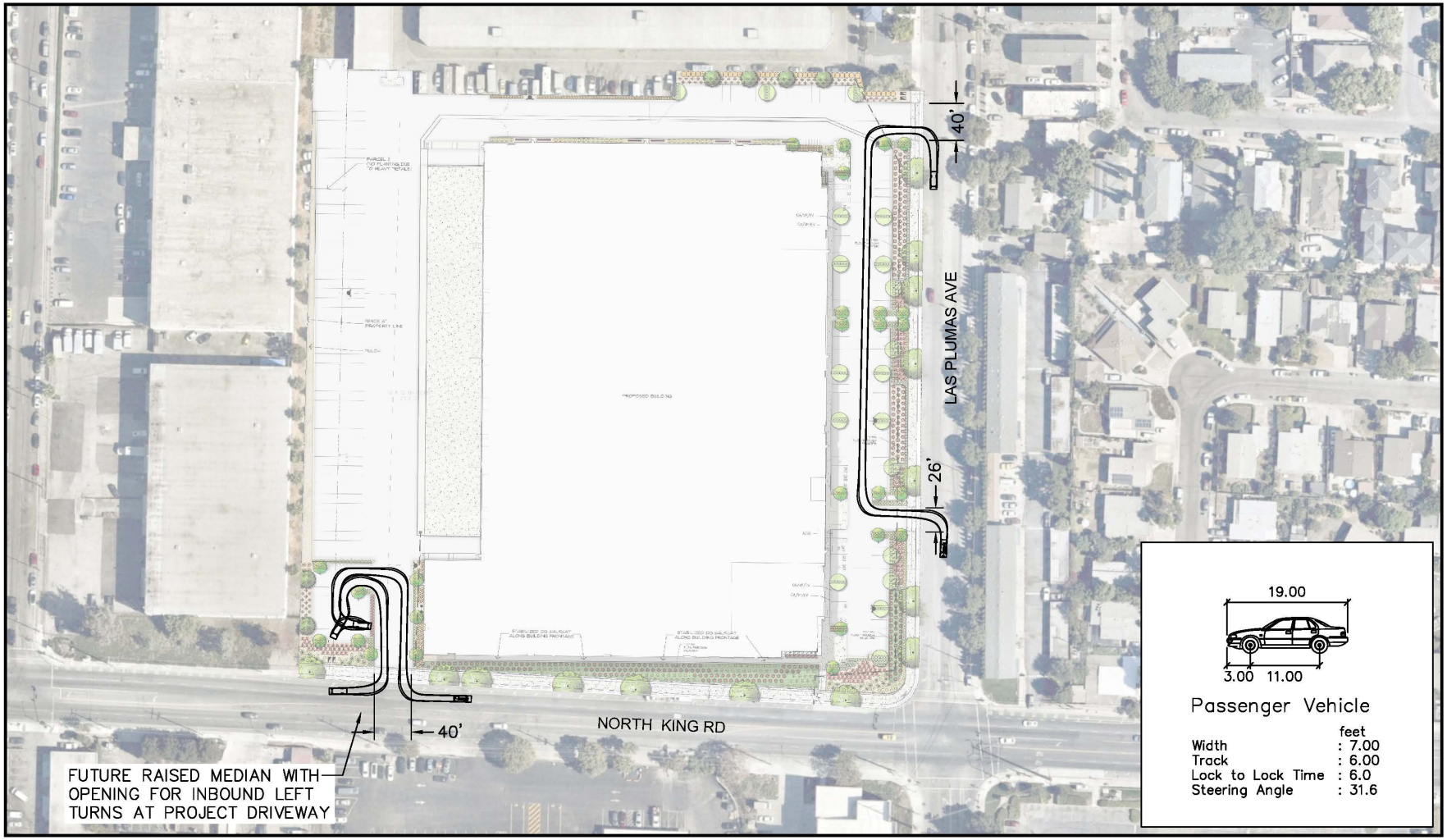


Figure 14: Delivery Truck Vehicle Access 1

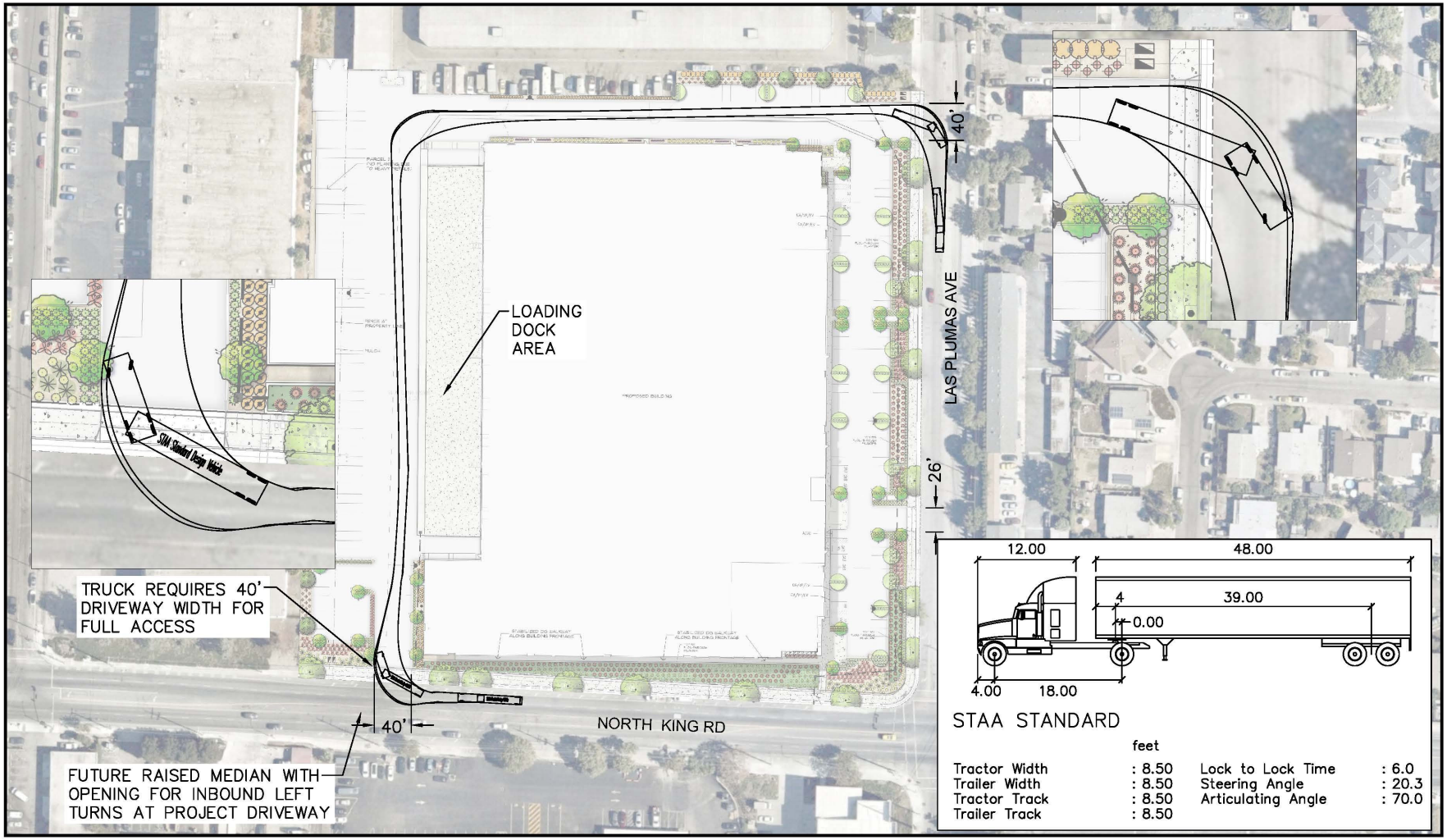


Figure 15: Delivery Truck Vehicle Access 2

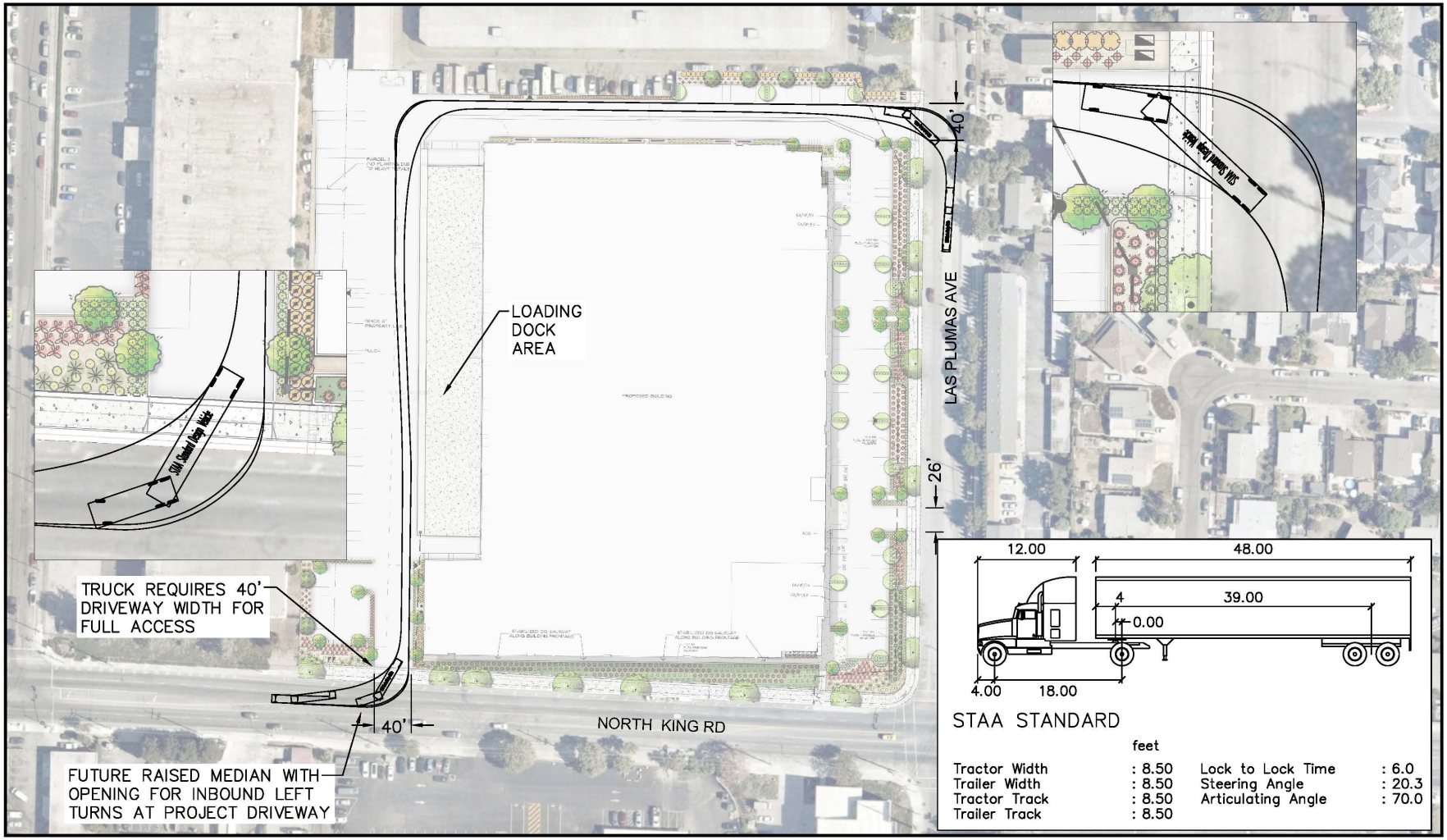


Figure 16: Garbage Truck Access

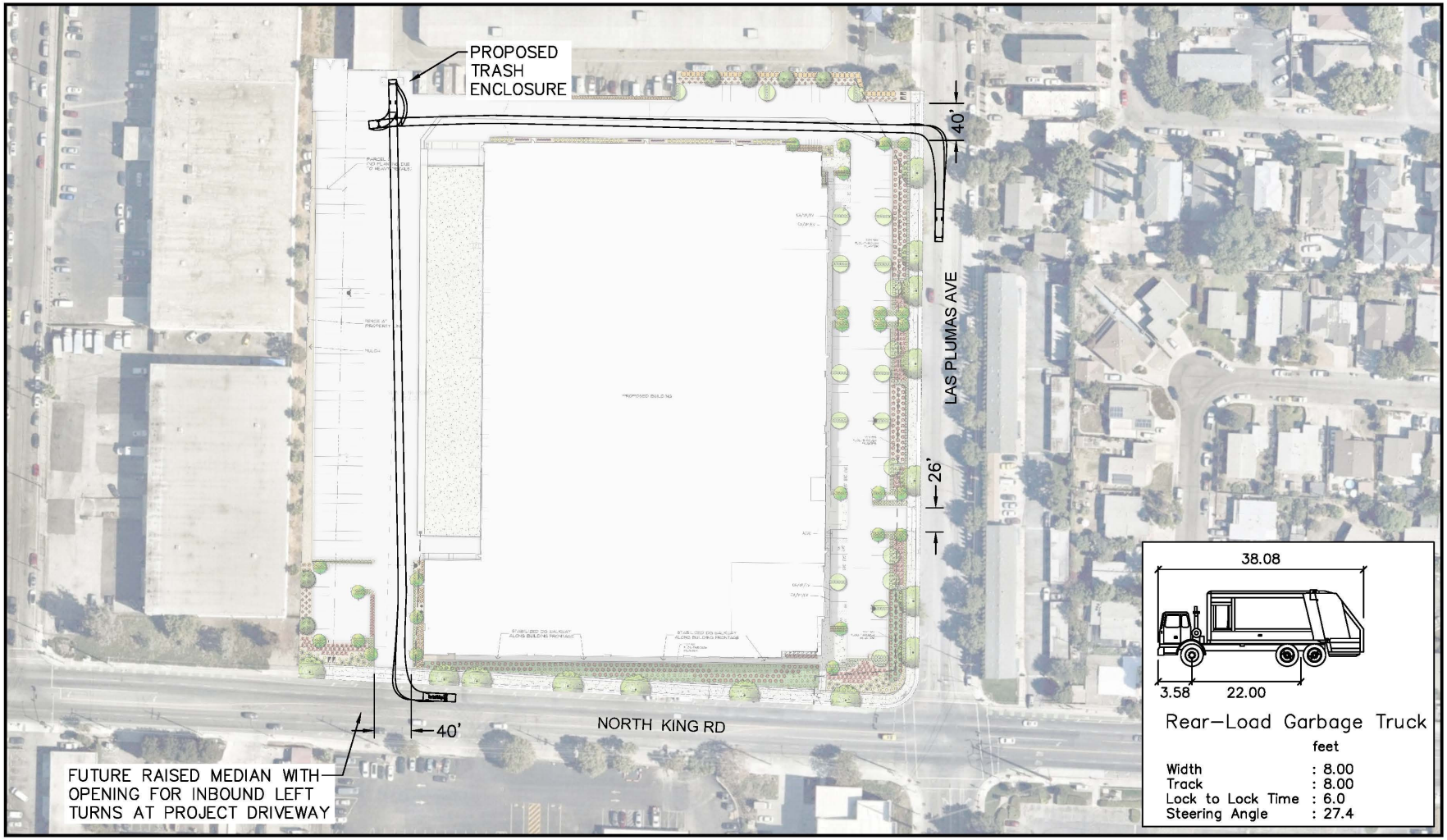
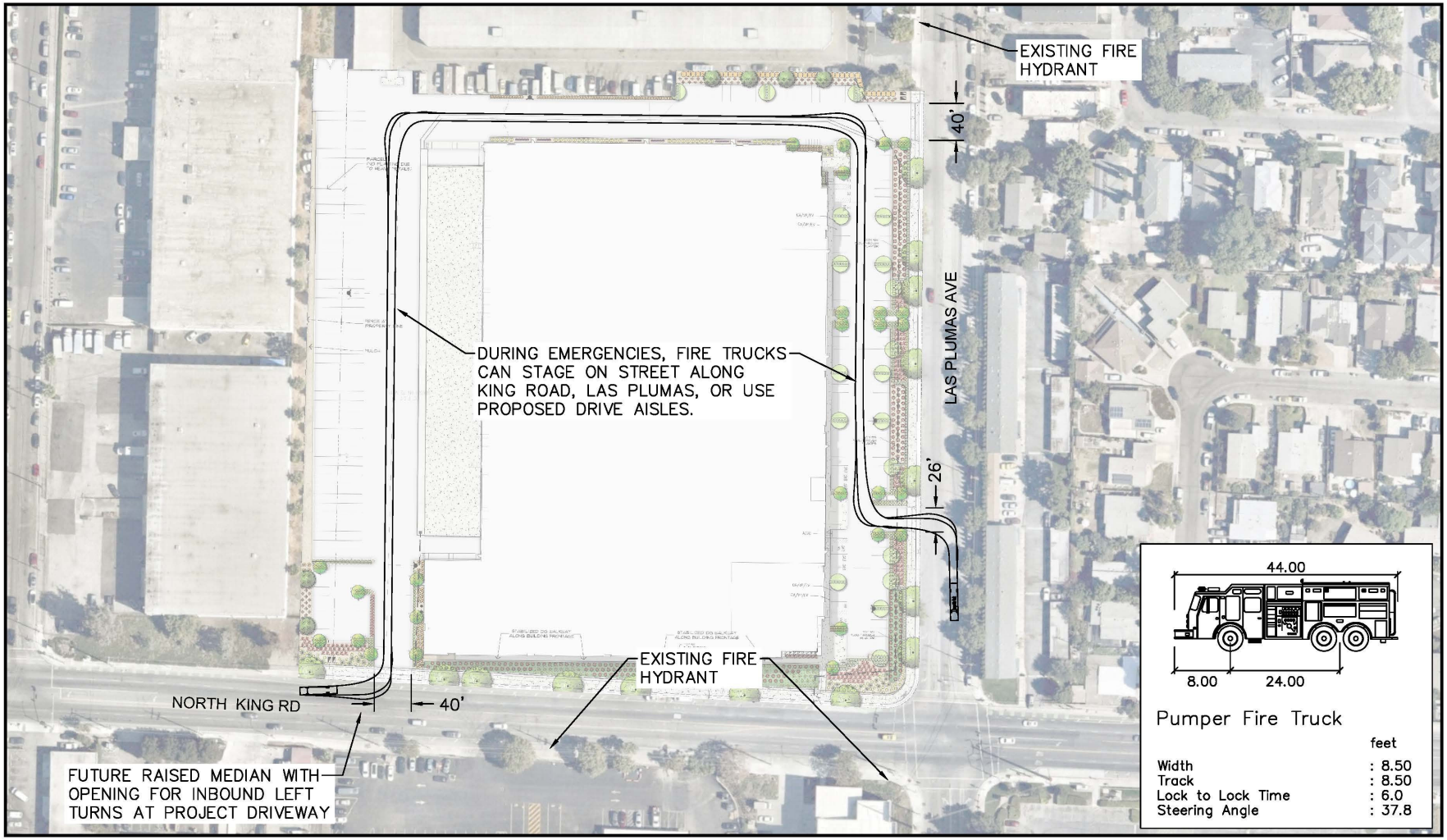


Figure 17: Fire Truck Access



6.4 Vehicle Sight Distance Analysis

A preliminary stopping sight distance and intersection sight distance analysis was conducted to determine the feasibility of the proposed project driveway location. The AASHTO methodology was used in this analysis. The sight distance needed under various assumptions of physical conditions and driver behavior is directly related to vehicle speeds and to the resultant distances traversed during perception-reaction time and braking.

Stopping sight distance is defined as the sum of reaction distance and braking distance. The reaction distance is based on the reaction time of the driver while the braking distance is dependent upon the vehicle speed and the coefficient of friction between the tires and roadway as the vehicle decelerates to a complete stop. This sight distance analysis indicates the minimum visibility that is required for an approaching vehicle to stop safely if a vehicle from the project driveway enters or exits the approaching road. The driver should also have an unobstructed view of the intersection, including any traffic-control devices, and sufficient lengths along the intersecting road to permit the driver to anticipate and avoid potential collisions.

For vehicles entering North King Road and Las Plumas Avenue from the proposed project driveways, the AASHTO method evaluates sight distance from a vehicle exiting the driveway to a vehicle approaching from either direction. The intersection sight distance is defined along intersection approach legs and across their included corners known as departure sight triangles. These specified areas should be clear of obstructions that might block a driver's view of potentially conflicting vehicles. Intersection sight distance is measured from a point 3.5-feet above the existing grade (driver's eye) along the potential driveway to a 3.5-foot object height in the center of the approaching lane on North King Road and Las Plumas Avenue. A vehicle setback in a stopped position from the edge of shoulder was assumed for determining intersection sight distance.

Minimum sight distance criteria for the potential driveways along North King Road and Las Plumas Avenue was determined from the AASHTO Geometric Design of Highways and Streets 8th Edition (Green Book). For the purposes of this analysis, a design speed of 45 mph (40 mph posted speed limit) was assumed along North King Road and while a design speed of 35 mph (30 mph posted speed limit) was assumed along Las Plumas Avenue. AASHTO standard time gap variables for passenger cars stopped on the proposed project driveways were used. Based on the existing traffic control, minimum sight distance was calculated for the following scenarios:

- Stopping Sight Distance on North King Road and Las Plumas Avenue
- Intersection Sight Distance Case B – Stop control at the proposed project driveways
    - Case B1 – Left turn from the minor road
    - Case B2 – Right turn from the minor road

From Table 9-7 and Table 9-9 of the Green Book, the minimum stopping sight distances is 360 feet along North King Road and 250 feet along Las Plumas Avenue. For Case B1 left turn, the intersection sight distance is 500 feet along North King Road and 390 feet along Las Plumas Avenue assuming approach grades of 3 percent or less at 40 mph. For Case B2 right turn, the intersection sight distance is 430 feet along North King Road and 335 feet along Las Plumas Avenue assuming approach grades of 3 percent or less at 40 mph.

A site visit was taken to measure the available sight distance and departure sight triangles at the proposed driveway locations. From a 5-foot setback from the edge of travel way, the measured available sight distance is over 500 feet in each direction on North King Road and Las Plumas Avenue. **Tables 14 & 15** summarize the intersection and stopping sight distance at the project driveways.

Table 14: Project Sight Distance on King Road

Type	Design Speed (MPH)	Required Sight Distance (ft)	Actual Sight Distance (ft)	Sufficient Sight Distance?
SSD on Primary Road	45	360	>500	Yes
ISD Case B1 (Left Turn)	45	500	>500	Yes
ISD Case B2 (Right Turn)	45	430	>500	Yes

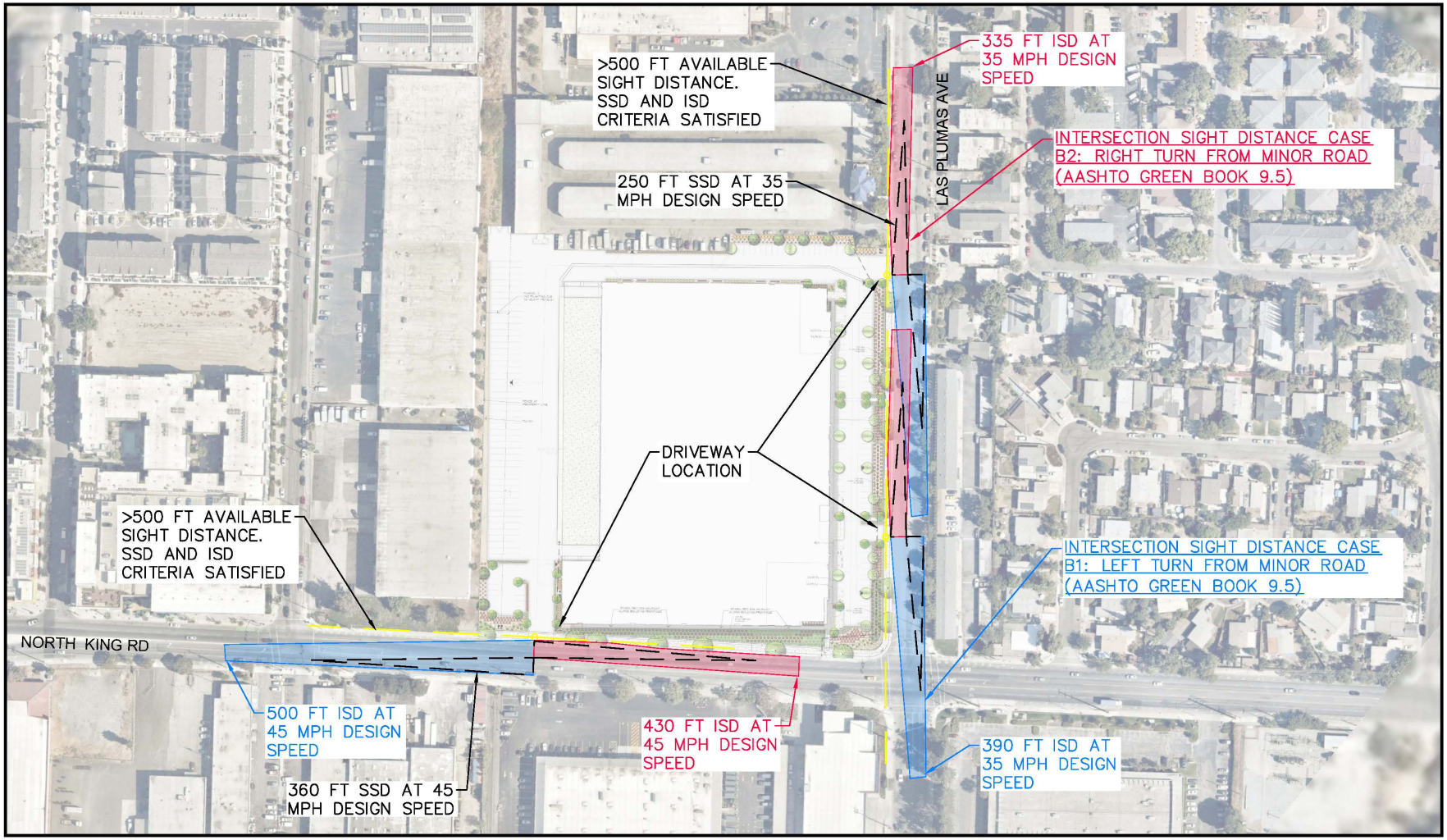
Table 15: Project Sight Distance on Las Plumas Avenue

Type	Design Speed (MPH)	Required Sight Distance (ft)	Actual Sight Distance (ft)	Sufficient Sight Distance?
SSD on Primary Road	35	250	>500	Yes
ISD Case B1 (Left Turn)	35	390	>500	Yes
ISD Case B2 (Right Turn)	35	335	>500	Yes

The proposed project driveway locations satisfy the minimum stopping sight distance required for all approaches on North King Road and Las Plumas Avenue. Vehicles on the road will have sufficient sight distance to react and stop safely if a vehicle from the project driveway enters or exits the road. Vehicles entering North King Road and Las Plumas Avenue from the project driveway will also have sufficient intersection sight distance to make a left or right turn onto the road per AASHTO scenarios.

Overall, the proposed project driveway location is feasible and provides sufficient sight distance for traffic conditions. To ensure that exiting vehicles can see bikes and vehicles traveling on the roadway, no parking striped with red curb should be established immediately adjacent to the project driveways. An exhibit comparing the design and measured available stopping and intersection sight distances is shown in **Figure 18.**

Figure 18: Sight Distance Analysis



6.5 Bicycle, Pedestrian, and Transit Access

The project will provide pedestrian and transit improvements to the existing facilities along the project frontages on North King Road and Las Plumas Avenue. These frontage improvements include installing a pedestrian pathway between the VTA transit stop and project parking lot as well as replacing the existing transit stop bench with a metal bench per VTA specs. Implementing these facilities will enhance pedestrian access to the VTA transit stop at the King / Las Plumas intersection.

As stated in Section 2, the existing network of sidewalks and crosswalks in the study area are adequate with connectivity and walkable routes to nearby bus stops, retail, and other points of interest in the immediate project area. In addition, the nearest transit stops to the project site are located at the intersection of Monterey Road / North King Road which are over quarter a mile away. As for bicycle connectivity, Las Plumas Avenue provides Class II bike lanes in the northbound and southbound direction which fronts the project site.

Due to the function and operational characteristics of the proposed warehouse and manufacturing use, the project is not anticipated to add substantial project trips to the existing pedestrian, bicycle, or transit facilities in the area. Therefore, the project would not create an adverse effect to the existing pedestrian, bicycle, or transit facility operations.

6.6 Vehicle and Bicycle Parking

Per the Chapter 20.90.060, Table 20-190, and Table 20-210 of the San Jose Municipal Code, the proposed project land uses are required to provide the following minimum off-street parking:

- Manufacturing (65,488 square feet total gross floor area for Project Scenario 2)
    - One (1) vehicle parking space per 350-square feet of total gross floor area
    - One (1) bicycle parking space per 10 full-time employees
- Warehouse (159,792 square feet total gross floor area for Project Scenario 2)
    - Two (2) vehicle parking spaces minimum for warehouses under 5,000-square feet of total gross floor area
    - Five (5) vehicle parking spaces minimum for warehouses between 5,000 and 25,000-square feet of total gross floor area
    - One (1) vehicle parking space per 5,000-square feet of total gross floor area for warehouses greater than 25,000-square feet
    - One (1) bicycle parking space per 10 full-time employees
    - One (1) shower for warehouses between 85,000 and 425,000-square feet
    - One (1) motorcycle parking space for every 10 code-required auto parking spaces

Based on these City ratios, the project is required to provide a minimum total of 220 off-street vehicle parking spaces and 10 bicycle parking spaces for the proposed industrial warehouse use.

The project site plan under Scenario 2 proposes a total parking supply of 220 vehicle spaces to accommodate tenant employees. The site provides 125 standard vehicle spaces, 7 ADA spaces (5 standard and 2 van), 88 clean air/vanpool spaces. Up to 22 bicycle parking spaces (11 long term and 11 short term) and 22 motorcycle spaces are also provided on-site.

The project site plan is anticipated to provide sufficient vehicle and bicycle parking per the City's off-street parking requirement. **Table 16** summarize the vehicle and bicycle parking requirements for the project.

Table 16: Project Parking Summary – Scenario 2

GUIDELINE SOURCE	PARKING TYPE	LAND USE	PARKING STANDARD PER GUIDELINE	PROJECT SIZE	VEHICLE PARKING (# SPACES)	BICYCLE PARKING (# SPACES)
San Jose Municipal Code	Vehicle	Warehouse	1 vehicle space per 5,000 SQFT	159,792	32	-
		Manufacturing and Assembly	1 vehicle space per 350 SQFT plus 1 per company vehicle	65,488	188	-
	Bicycle	Warehouse	1 bicycle space per 10 full time employees	50	-	5
		Manufacturing and Assembly	1 bicycle space per 10 full time employees	50	-	5
				Total Parking Requirement	**220**	**10**
				Proposed Parking Supply	**220**	**22**
				Sufficient Parking?	**YES**	**YES**
NOTES:						
SQFT = Square Feet; GFA = Gross Floor Area;						
Proposed parking supply based on project description from applicant						
Parking requirements based on San Jose Municipal Code						

6.7 Construction Operations

During project construction, the existing curb, gutter, and sidewalk along the project frontage would be widened and replaced. A Traffic Management Plan (TMP) should be developed for construction activities at the site. Prior to construction, the contractor should place temporary signs indicating closed sidewalk facilities, install a temporary screened fence around the work area, protect existing features/utilities, and repair any damaged improvements within public right of way per City of San Jose requirements.

Pedestrians and bicyclists would potentially not be able to travel on the east side of North King Road or the north side of Las Plumas Avenue next to the project during construction and would need to use the existing bike/pedestrian facilities on the opposite side of the street.

Vehicle access along Las Plumas Avenue near the project could also be restricted during construction. The westbound through lane on Las Plumas Avenue could be temporary closed when constructing the new frontage improvements, and the contractor should install appropriate MUTCD traffic control devices to warn approaching vehicles of temporary lane closures and lane merges prior to the project site.

It is assumed that a temporary construction vehicle parking and stage construction area would be provided on the project site. This potential parking area would require the contractor to obtain necessary approval, right of entry, and permits with the City and property owners prior to construction.

6.8 Neighborhood Interface

The proposed project is in the existing industrial district in the City; however, several residential neighborhoods are located within the vicinity of the project site. The DCP Alum Rock and Independence High Schools, located at Las Plumas Avenue / Educational Park Drive, is a charter school within a half mile of the project site. Despite this proximity to the project, most students access this school by using public transit or by vehicle via Educational Park Drive; therefore, the project is not anticipated to create an adverse effect to the existing school operations in the surrounding area.

On-street parking in the surrounding roadway network is allowed on Las Plumas Avenue. From the parking analysis, the project's on-site parking would satisfy the City's vehicle parking standard, and the project is not anticipated to create an adverse effect to the existing parking condition in the surrounding neighborhood area.

From recent site visits and field observations, sidewalk and curb returns are provided in the area. The existing sidewalks in the area are at least four-feet wide and have either rolled or raised concrete curbs. ADA compliant curb ramps are also provided in the area. The project is not anticipated to create an adverse effect to the existing pedestrian and bicycle facilities in the surrounding neighborhood area.

7 CONCLUSIONS AND RECOMMENDATIONS

Project Vehicle Miles Traveled (VMT) Impacts and Mitigation Measures

The project consists of industrial and office land use. Based on the screening criteria, the project's industrial/warehouse component would not meet the industrial screening criteria of 30,000 square-feet of gross floor area or less. The proposed project was evaluated in the VMT tool assuming development of 225,280 square-feet of industrial use.

The City's VMT per employee threshold for industrial land uses is 14.37. For the surrounding land use area, the existing VMT is 13.29. The proposed project is anticipated to generate a VMT per employee of 13.25. The evaluation tool estimates that the project would not exceed the City's industrial VMT per employee threshold and would not trigger a VMT impact.

Project Trip Generation

Trip generation for the proposed project land uses was calculated using average trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. To provide a conservative level of service operations analysis, the Scenario 2 land use plan is assumed for the project.

Per the 2018 *Transportation Analysis Handbook*, trip generation reduction credits were applied to the project including location-based mode-share and existing land uses. Development of the proposed Scenario 2 project with all applicable trip reductions and credits is anticipated to generate final net total of 0 additional daily trips, 7 AM, and 11 PM peak hour trips to the roadway network. Baseline vehicle trips for the proposed project (excluding trip adjustments) are anticipated to generate a gross total of 535 daily trips, 68 AM peak hour trips, and 74 PM peak hour vehicle trips.

Intersection Traffic Operations

Due to the COVID-19 situation, traffic counts for Year 2021 was determined from historic count data. Weekday AM and PM peak hour intersection turning movement volumes for the existing study intersections were obtained from City of San Jose traffic data and applying a 1% compound growth rate. Traffic conditions for each study intersection was analyzed during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak hours of traffic which represent the most heavily congested traffic on a typical weekday. The study intersections were assessed under Existing, Background, and Background Plus Project scenarios. City of San José and Valley Transportation Authority Congestion Management Program intersection level of service standards and significance thresholds were used to determine adverse effects caused by the project.

Adverse Effects and Improvements

The project is not anticipated to generate an adverse level-of-service effect to the study intersections during the Background Plus Project scenario.

North King Road is identified as a Vision Zero corridor. Per the City's Complete Street Guidelines and functional roadway classification, North King Road is planned to be improved with a raised median to control vehicle speeds and improve safety for all road users. As such, the project would be required to construct the raised median improvement along the North King Road project frontage with an optional median opening to allow southbound left-turn movements into the project site.

This roadway improvement would restrict outbound left-turn movements onto North King Road from the project driveway; however right-in, right-out, and left-in vehicle access would be preserved. It should be noted that final implementation and potential fair share contribution to this planned roadway improvement would need to be coordinated between the project applicant and the City.

Per the San Jose 2025 Better Bike Plan, the City is planning to enhance the bicycle facilities on North King Road and Las Plumas Avenue As such, the project would likely need to contribute or build out the planned bike facilities along the project frontages on North King Road and Las Plumas Avenue. Based on preliminary assessment, implementation of Class IV protected bike lanes on North King Road and Class II bike lanes on Las Plumas Avenue are feasible to incorporate with the proposed project site plan. It should be noted that final implementation and potential fair share contribution to these planned bicycle improvements would need to be coordinated between the project applicant and the City.

The project will provide pedestrian and transit improvements to the existing facilities along the project frontages on North King Road and Las Plumas Avenue. These frontage improvements include installing a pedestrian pathway between the VTA transit stop and project parking lot as well as replacing the existing transit stop bench with a metal bench per VTA specs. Implementing these facilities will enhance pedestrian access to the VTA transit stop at the King / Las Plumas intersection.

US 101/Oakland/Mabury Traffic Impact Fee

The project under Scenario 2 would generate up to 11 net total PM project trips. Of these net total PM trips, approximately 6 industrial project trips were assumed to originate from the Highway 101 northbound and southbound ramps at McKee Road which could be applicable for traffic fees under the TDP.

However, since the TDP exempts up to 115 PM future industrial trips from the traffic fee program, the project could potentially be exempt from paying a traffic fee under this provision. In the situation where the exempt trip allowance for industrial development is exhausted, new trips from the project's industrial development would be required to pay the traffic fee for the trips in excess of the allowance. The City and project applicant will need to coordinate to determine the traffic fee methodology under the US101/Oakland/Mabury TDP policy.

Vehicle Site Access and Circulation

The project provides on-site parking spaces for commercial trucks and employee staff, and the at-grade parking lot is accessed by one driveway along North King Road and three driveways along Las Plumas Avenue. The driveway on North King Road is 40-feet wide to accommodate access for semi-trailer trucks. On Las Plumas Avenue, the eastmost driveway is 40-feet wide to accommodate access for semi-trailer trucks while the westmost near the signal is 26-feet wide. Based on associated turning templates for the given design vehicle, the wider driveway dimensions proposed on the latest site plan are recommended to provide sufficient vehicle access and circulation for entering and exiting vehicles. The proposed driveway locations optimize sight distance and spacing for the proposed site plan. Passenger vehicles, delivery vans, trucks, refuse, and emergency vehicles are able to circulate within the project site without conflict.

Pedestrian, Bicycle, and Transit Site Access

Due to the function and operational characteristics of the proposed industrial use, the project is not anticipated to add substantial project trips to the existing pedestrian, bicycle, or transit facilities in the

area. Therefore, the project would not create an adverse effect to the existing pedestrian, bicycle, or transit facility operations.

On-Site Vehicle and Bicycle Parking

Per the City's parking standard, the project site is anticipated to provide sufficient on-site vehicle and bicycle spaces to meet the City's minimum parking requirement.

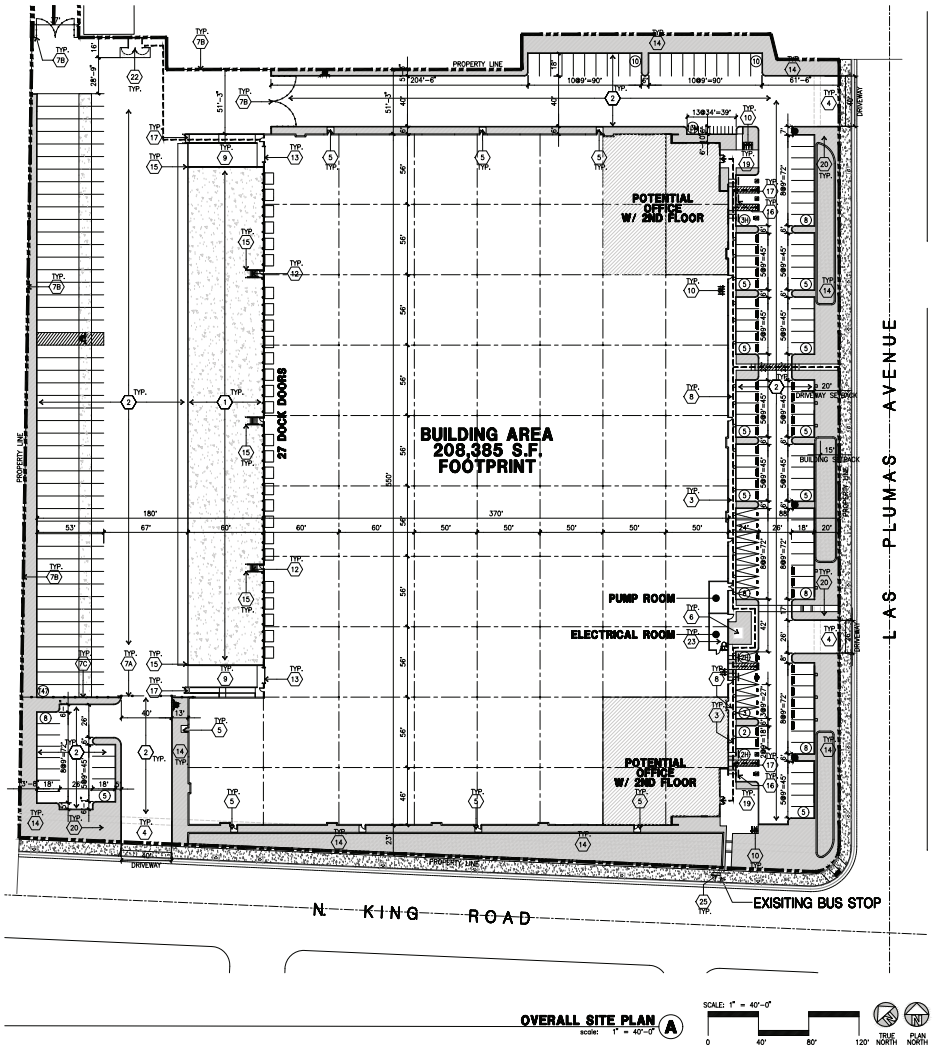
Neighborhood Interface

The project's on-site parking would satisfy the City's vehicle parking standard, and the project is not anticipated to create an adverse effect to the existing parking condition in the surrounding neighborhood area. In addition, the project is not anticipated to create an adverse effect to the existing pedestrian and bicycle facilities in the surrounding neighborhood area.

8 APPENDICES

Appendix A – 650 North King Road Site Plan
Appendix B – San Jose VMT Evaluation Tool Summary Report
Appendix C – Existing Driveway Counts and Tenant Occupancy
Appendix D – San Jose Approved Trip Inventory
Appendix E – TRAFFIX Intersection Operations Analysis
Appendix F – VTA Bus Stop Bench Specifications

Appendix A – 650 North King Road Site Plan



OVERALL SITE PLAN (A)
scale: 1" = 40'-0"

SCALE: 1" = 40'-0"
0 40' 80' 120'
TRUE NORTH
PLAN NORTH

Tabulation

SITE AREA		
In s.f.	466,421 s.f.	
In acres	10.71 ac	
BUILDING AREA		
Office - 1st Floor	16,897 s.f.	
Office - 2nd Floor	16,885 s.f.	
Warehouse	191,488 s.f.	
TOTAL	225,280 s.f.	
FAR	0.48	
AUTO PARKING REQUIRED		
Office (Residential)	0 stalls	
Whse TOTAL/5,000 s.f.	46 stalls	
TOTAL	46 stalls	
AUTO PARKING PROVIDED		
Standard (9' x 18')	68 stalls	
Clean Air/Vanpool/EV + EVSE (9' x 18')	40 stalls	
-EVSE (9' x 18') - 10% REACH CODE	[11] stalls	
-Accessible EVSE (9' x 18')	(1) stalls	
-Accessible Van EVSE (12' x 18')	(1) stalls	
Accessible Standard (9' x 18' + 5' aisle)	3 stalls	
Accessible Van (12' x 18' + 5' aisle)	2 stalls	
TOTAL	122 stalls	
EV Capable (40% - REACH CODE) - 49 total, 36 less EVCS	49 stalls	
BIKE RACKS REQUIRED/PROVIDED		
Long term (5%)	7	
Short term (5%)	7	
MOTORCYCLE REQUIRED/PROVIDED	13 stalls	
TRAILER PARKING PROVIDED		
Standard (10' x 53')	47 stalls	
ZONING ORDINANCE FOR CITY		
Zoning Designation - Light Industrial (IL)		
MAXIMUM BUILDING HEIGHT ALLOWED		
Height - 50'		
MAXIMUM FLOOR AREA RATIO		
FAR - to be verified		
LANDSCAPE REQUIREMENT		
Percentage - to be verified		
SETBACKS		
	Front / Street side	Side / Rear
Building - 19'	Building - 0', 25' from R zone	
Parking / Driveway - 20'	Parking / Driveway - 0', 25' from R zone	
Parking for Trucks - 30'	Parking for Trucks - 0', 25' from R zone	

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING
3. ACCESSIBLE PATH OF TRAVEL
4. DRIVEWAY APRONS
5. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH SLOPE TO BE 1/4" : 12" MAX.
6. APPROXIMATE LOCATION OF TRANSFORMER. CONTRACTOR TO VERIFY
7A. 8' HIGH METAL GATES W/ KNOX-BOX PER FIRE DEPARTMENT
7B. 8' HIGH CHAIN LINK FENCE AND GATE.
7C. 8' HIGH METAL FENCE
8. CONCRETE WALKWAY, MEDIUM BROOM FINISH. SEE "L" DRAWINGS.
9. CONCRETE RAMP WITH CONCRETE GUARD WALL. SEE "C" DRAWINGS.
10. BIKE RACK.
11. FUTURE ELECTRIC VEHICLE CHARGER.
12. EXTERIOR STEEL STAIR.
13. 12' x 14' DRIVE-IN DOOR
14. LANDSCAPE.
15. CONC. FILLED GUARD POST 6" DIA. U.N.O. 48" H.
16. PRE-CAST CONC. WHEEL STOP.
17. TRUNCATED DOMES.
18. ACCESSIBLE PARKING STALL SIGN.
19. HARDSCAPE AT ENTRANCE. SEE "L" DRAWINGS.
20. ACCESSIBLE ENTRY SIGN.
21. PUMP ROOM.
22. TRASH ENCLOSURE.
23. ELECTRICAL ROOM.
24. CONCRETE DOLLY PAD. SEE SITE PLAN FOR WIDTH AND "C" DRAWINGS.
25. REPLACE WITH METAL BENCH, STREETSITES SERIES, FBF-50 W/CENTER ARMREST BY VICTOR STANLEY, INC.
26. NOT USED.
27. EXTERIOR PARKING LIGHT POLE.
28. STORM TREATMENT SEE CIVIL DRAWINGS

SITE PLAN GENERAL NOTES

- CONCRETE PAVING. SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 18')
- CLEAN AIR/VANPOOL/EV CONDUIT STUB FOR FUTURE EV
- CLEAN AIR/ VANPOOL/EV WITHOUT CONDUIT STUB FOR FUTURE EV
- (T) TRAILER PARKING (10' X 53')
- LANDSCAPED AREA
- NON-ACCESSIBLE PATH
- MOTORCYCLE 3' X 6'
- ACCESSIBLE PARKING STALL (9' X 18') + 5' W/ ACCESSIBLE AISLE
- ACCESSIBLE PARKING (VAN) STALL (12' X 18') + 5' W/ ACCESSIBLE AISLE
- PATH OF TRAVEL. MINIMUM WIDTH TO BE 4'. SLOPE NOT TO EXCEED 5% IN THE DIRECTION OF TRAVEL AND CROSS SLOPE NOT TO EXCEED 2%. SEE CIVIL FOR GRADING PLAN

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY GEOTECHNICAL ENGINEER, DATE, PROJECT NUMBER #
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES
5. PROVIDE STRUCTURAL CALCULATION AND CONSTRUCTION ANCHORAGE DETAIL FOR TRANSFORMER PRIOR TO INSTALLATION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH
11. U.N.O. PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. ON-SITE FIRE MAIN, FIRE SPRINKLER, AND SPRINKLER MONITORING SYSTEM SHALL BE SUBMITTED SEPARATELY TO THE FIRE DEPARTMENT FOR REVIEW AND PERMITTING.
14. ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE CAPPED.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
16. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE

HPA architecture
hpa, inc.
600 grand ave, suite 302
oakland, ca
94610
tel: 949•862•2113
email: hpa@hparchs.com

Owner:
BLACK CREEK GROUP
4675 MacArthur Court, Suite 265
Newport Beach, CA 92660
TEL: (949) 892-4900

Project:
KING COMMERCE CENTER
650 N KING RD
SAN JOSE, CA

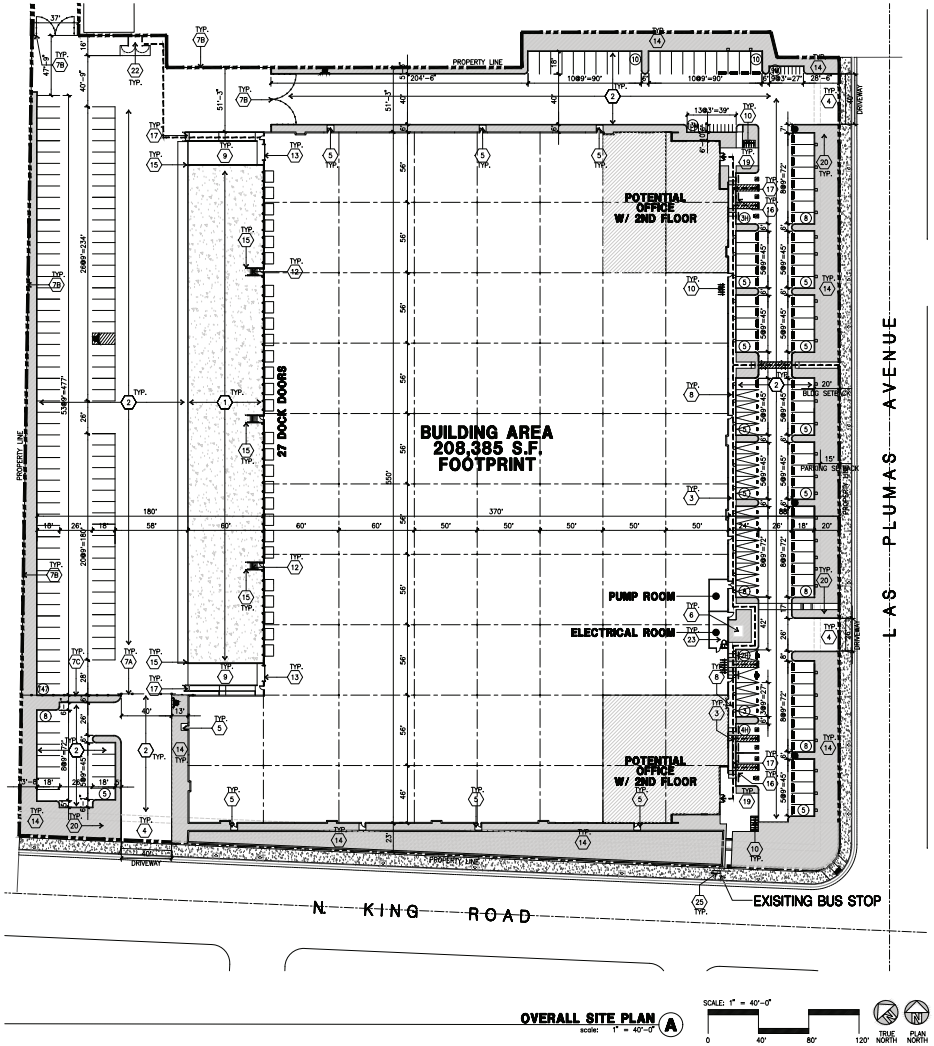
Consultants:

CIVIL	K&W
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	COLLABORATIVE
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: OVERALL SITE PLAN

Project Number: 20225
Drawn by: DZ
Date: 02/12/2021
Revision:

Sheet: A1.1



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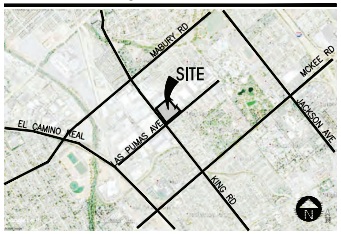
0 40' 80' 120'
TRUE NORTH
PLAN NORTH

Aerial Map



Tabulation

SITE AREA	
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[illegible]	[illegible]
BUILDING AREA	
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
TOTAL	[illegible]
FAR	[illegible]
AUTO PARKING (STANDARD)	
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[illegible]	[illegible]
[illegible]	[illegible]
TOTAL	[illegible]
AUTO PARKING (REQUIRED)	
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[illegible]	[illegible]
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[illegible]	[illegible]
[illegible]	[illegible]
TOTAL	[illegible]
[illegible]	[illegible]
FIRE HAZARD REQUIREMENTS	
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[illegible]	[illegible]
MOTORCYCLE REQUIREMENTS	[illegible]
TRUCK PARKING (REQUIRED)	
[illegible]	[illegible]
ZONING ORDINANCE [illegible]	
[illegible]	[illegible]
MAXIMUM BUILDING HEIGHT ALLOWED	
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MAXIMUM FLOOR AREA RATIO	
[illegible]	[illegible]
LANDSCAPE REQUIREMENT	
[illegible]	[illegible]
NOTES:	
[illegible]	[illegible]
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11. U.N.O. PROVIDE KNOX BOXES AT ALL OFFICE ENTRANCES.
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. ON-SITE FIRE MAIN, FIRE SPRINKLER, AND SPRINKLER MONITORING SYSTEM SHALL BE SUBMITTED SEPARATELY TO THE FIRE DEPARTMENT FOR REVIEW AND PERMITTING.
14. ALL VERTICAL MOUNTING POLES OF FENCING SHALL BE CAPPED.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
16. ALL INTERIOR AND EXTERIOR WALK SURFACES TO BE NON-SLIP TYPE

HPA architecture
hpa, inc.
600 grand ave, suite 302
oakland, ca
94610
tel: 949•862•2113
email: hpa@hparchs.com

Owner:
BLACK CREEK GROUP
4675 MacArthur Court, Suite 265
Newport Beach, CA 92660
TEL: (949) 892-4900

Project:
KING COMMERCE CENTER
650 N KING RD
SAN JOSE, CA

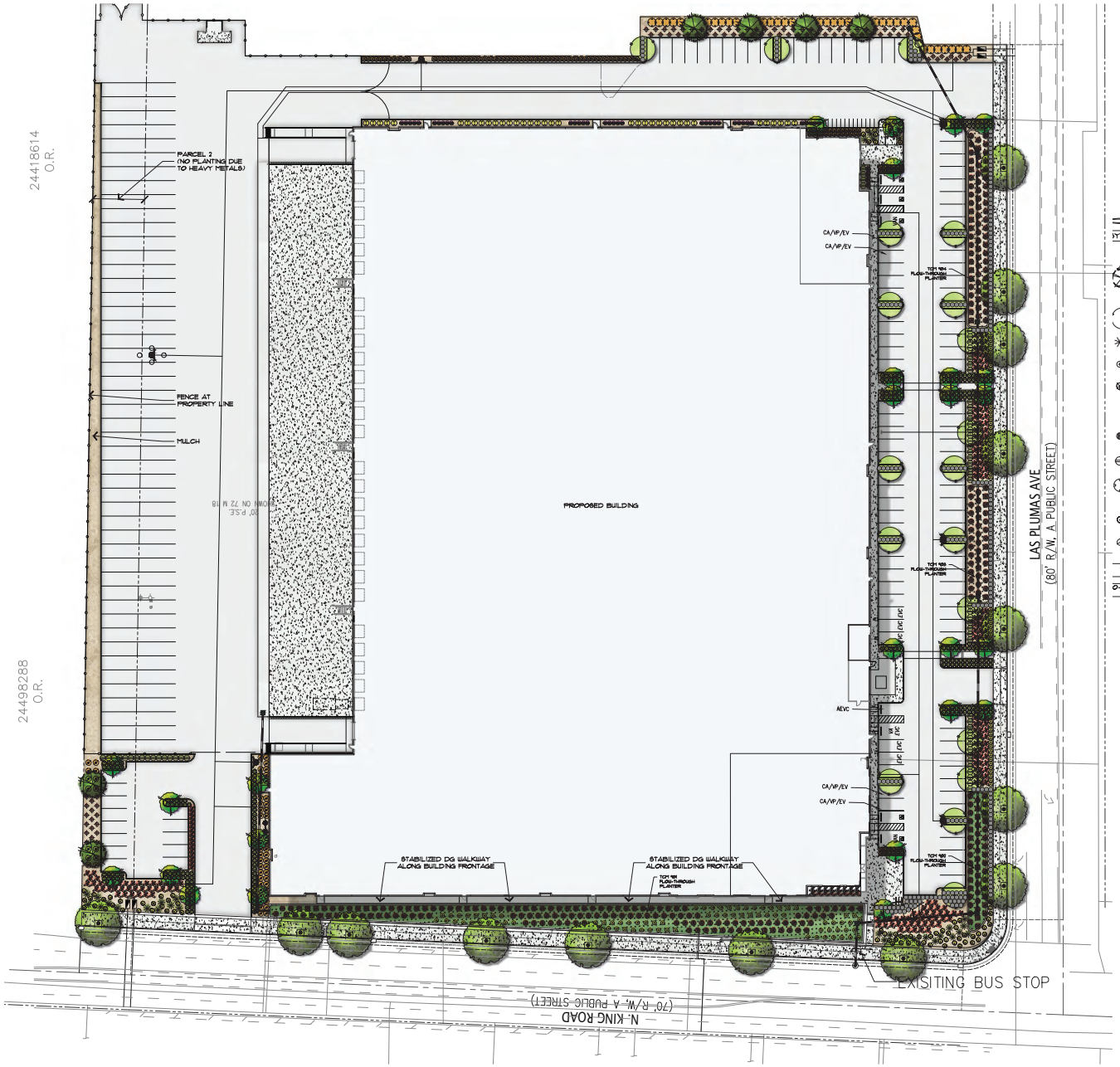
Consultants:

CIVIL	K&W
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	COLLABORATIVE
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: OVERALL SITE PLAN

Project Number: 20225
Drawn by: DZ
Date: 02/12/2021
Revision:

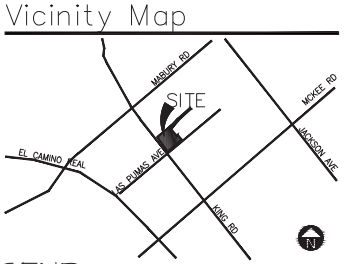
Sheet: A1.1-ALT



PLANTING PLAN
SCALE: 1"=30'-0"

0 15' 30' 60' NORTH

Vicinity Map



PLANT LEGEND

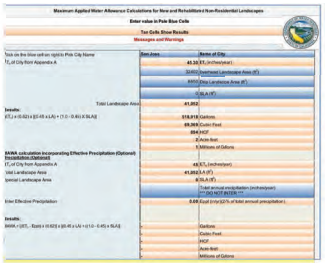
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QTY	COMMENTS	SIZE	W.U.C.O.L.S
	TREES						
	Lagerstroemia x 'Muskogee'	Crape Myrtle	15 Gal	27	Multi-Trunk, Dense Canopy	20'X15'	L
	Laurus 'Saratoga'	'Saratoga' Sweet Bay	15 Gal	6	Single Trunk, Dense Canopy	20'X20'	L
	Pistacia chinensis x 'Keith Davey'	'Keith Davey' x Pistachio	15 Gal	14	Single Trunk, Dense Canopy	60'X40'	L
	Quercus robur 'Fastigiata'	Streetspire Oak	15 Gal	19	Single Trunk, Dense Canopy	45'X25'	M
	ACCENTS		SIZE	QTY	SPACING	W.U.C.O.L.S	
	Agave attenuata	Agave	5 Gal	33	4'X5'	L	
	Dietes bicolor	African Iris	5 Gal	86	2'X3'	L	
•	Carex divulsa (C. tumulicola)/Berkeley Sedge		1 Gal	78	2'X2'	L	
•	Stipa pulchra	Purple Needlegrass	1 Gal	298	3'X3'	VL	
	Kniphofia 'Pineapple Popsicle'	'P. Popsicle' Poker	5 Gal	113	2'X2'	L	
	Phormium t. 'Jack Sprat'	New Zealand Flax	5 Gal	213	2'X2'	L	
	SHRUBS						
	Callistemon 'Little John'	'Little John' Bottlebrush	5 Gal	250	2'X2'	L	
	Lavandula a. 'Tuickel Purple'	English Lavender	5 Gal	5	2'X2'	L	
	Ligustrum sinense 'Sunshine'	Sunshine privet	5 Gal	36	3'X3'	L	
	Nerium 'Petite Pink'	'Petite Pink' Oleander	5 Gal	64	3'X3'	L	
	Pittosporum tobira 'Turner's Variegated Dwarf'	Turner's Pitt Mock Orange	5 Gal	59	3'X3'	L	
	Tecoma 'Bells of Fire'	'Bells of Fire' Tecoma	5 Gal	36	5'X5'	L	
	GROUNDCOVER						
	Festuca glauca 'Elijah Blue'	Blue Fescue	1 Gal	284	18" O.C.	L	
	Lantana 'New Gold'	'New Gold' Lantana	1 Gal	78	3' O.C.	L	
	Rosmarinus o. 'Tuscan Blue'	Upright Rosemary	1 Gal	35	3' O.C.	L	
	Teucrium chamaedrys	Germander	1 Gal	53	2' O.C.	L	
	MISCELLANEOUS						

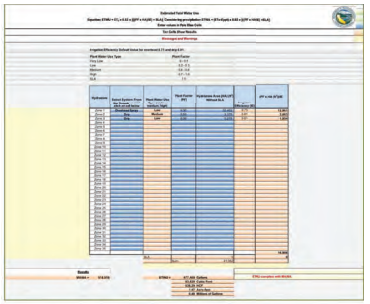
MULCH — Natural Mulch in all planting areas (not in bioretention) 3" depth (typ) 'Zenker Landscape Materials' or equal

O-RETENTION MULCH — Composted arbor mulch (also called 'aged mulch') that is non-floating per the Stormwater Handbook for Santa Clara Valley- 3" depth min.

• Denotes plant material utilized in the bioretention basin.

Note:
- Project will not locate trees directly in line with or next to stormwater inlets (curb openings, bubble box emitters, etc.) and will offset or relocate trees where necessary to maximize runoff dispersal throughout Bioretention Areas.
- Include 3 inches of composted, non-floatable mulch in areas between stormwater treatment plantings.





NOTE:

ALL LANDSCAPE, IRRIGATION, AND MAINTENANCE SHALL CONFORM TO THE CITY OF SAN JOSE LANDSCAPE AND IRRIGATION GUIDELINES.

ALL PLANTED AREAS ARE TO BE WATERED WITH AN APPROVED AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. THE SYSTEM SHALL BE DESIGNED TO MAKE EFFICIENT USE OF WATER THROUGH CONSERVATION TECHNIQUES. THE BACKFLOW DEVICE SHALL BE SCREENED FROM VIEW WITH PLANTINGS.

ALL TREES SHALL BE A MINIMUM OF 15 GALLON IN SIZE.

ALL SHRUBS SHALL BE A MINIMUM OF 5 GALLON IN SIZE.

HPA architecture
hpa, inc.
383 4th ave, ste. 101
oakland, ca
94607
tel: 949•862•2113
fax: 949•863•0851
email: hpa@hparchs.com

LICENSED LANDSCAPE ARCHITECT — 11/30/2022 — 12/31/2023 — STATE OF CALIFORNIA

Owner:

4675 MacArthur Court, Suite 265
Newport Beach, CA 92660

TEL: (949) 892-4900

Project:

KING COMMERCE CENTER

650 N. KING RD
SAN JOSE, CA

Consultants:

CIVIL -
STRUCTURAL -
MECHANICAL -
PLUMBING -
ELECTRICAL -
LANDSCAPE -
FIRE PROTECTION -
SOILS ENGINEER -

Title: Planting Plan

Project Number:
Drawn by: A.H
Date: 02/05/2021
Revision:

Sheet: 1-L

Appendix B – San Jose VMT Evaluation Tool Summary Report

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 650 N King Road - Scenario 2
Location: 650 N King Road - Black Creek Acquisitions
Parcel: 25454023 Parcel Type: Suburb with Multifamily Housing

Tool Version: 2/29/2019
Date: 4/9/2021

Proposed Parking Spaces Vehicles: 220 Bicycles: 22

LAND USE:

Residential:		
Single Family	0	DU
Multi Family	0	DU
Subtotal	0	DU
Office:	0	KSF
Retail:	0	KSF
Industrial:	225.3	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)	9
With Project Density (DU/Residential Acres in half-mile buffer)	9

Increase Development Diversity

Existing Activity Mix Index	0.59
With Project Activity Mix Index	0.60

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)	14
With Project Density (Jobs/Commercial Acres in half-mile buffer)	14

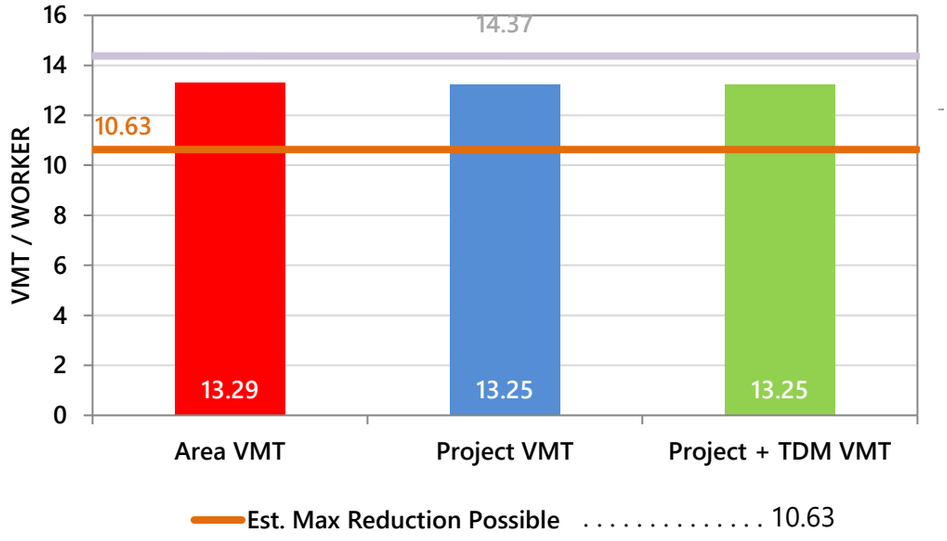
Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

EMPLOYMENT ONLY

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



Appendix C – Existing Driveway Counts and Tenant Occupancy

22434-SAN JOSE ADTS
DATE: 8/26/2020
TIME: 12:00 AM
DRIVEWAY: 1

	MOTORCYCLE		PASSENGER CARS		2 AXLE LONG		BUSES		2 AXLE 6 TIRE		3 AXLE SINGLE		4 AXLE SINGLE		<5 AXLE DOUBLE		5 AXLE DOUBLE		>6 AXLE DOUBLE		<6 AXLE MULTI		6 AXLE MULTI		>6 AXLE MULTI	
AM	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**
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12:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
1:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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3:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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8:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM TOTAL	**1**	**0**	**28**	**21**	**0**	**1**	**0**	**0**	**7**	**13**	**1**	**1**	**1**	**1**	**1**	**4**	**5**	**4**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**

	MOTORCYCLE		PASSENGER CARS		2 AXLE LONG		BUSES		2 AXLE 6 TIRE		3 AXLE SINGLE		4 AXLE SINGLE		<5 AXLE DOUBLE		5 AXLE DOUBLE		>6 AXLE DOUBLE		<6 AXLE MULTI		6 AXLE MULTI		>6 AXLE MULTI	
PM	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
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7:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
10:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL	**0**	**1**	**14**	**30**	**0**	**0**	**0**	**0**	**9**	**4**	**0**	**1**	**0**	**0**	**6**	**4**	**3**	**3**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**
TOTAL	**1**	**1**	**42**	**51**	**0**	**1**	**0**	**0**	**16**	**17**	**1**	**2**	**1**	**1**	**7**	**8**	**8**	**7**	**0**	**0**	**2**	**1**	**1**	**1**	**0**	**0**

22434-SAN JOSE ADTS
DATE: 8/26/2020
TIME: 12:00 AM
DRIVEWAY: 2

AM	IN	OUT
12:00	0	0
12:15	0	0
12:30	0	0
12:45	0	0
1:00	0	0
1:15	0	0
1:30	0	0
1:45	0	0
2:00	0	0
2:15	0	0
2:30	0	2
2:45	0	0
3:00	1	0
3:15	0	0
3:30	0	0
3:45	0	0
4:00	0	0
4:15	0	0
4:30	0	1
4:45	0	0
5:00	1	0
5:15	0	0
5:30	3	1
5:45	0	1
6:00	1	0
6:15	1	0
6:30	1	0
6:45	1	0
7:00	1	1
7:15	0	0
7:30	7	3
7:45	3	0
8:00	2	1
8:15	2	0
8:30	1	2
8:45	2	0
9:00	2	3
9:15	2	1
9:30	1	0
9:45	1	1
10:00	2	2
10:15	1	0
10:30	1	0
10:45	0	2
11:00	0	2
11:15	3	2
11:30	0	0
11:45	0	1
AM TOTAL	**40**	**26**

PM	IN	OUT
12:00	1	1
12:15	0	0
12:30	0	1
12:45	2	1
1:00	2	0
1:15	2	2
1:30	1	0
1:45	1	2
2:00	1	1
2:15	0	1
2:30	0	2
2:45	0	2
3:00	2	1
3:15	0	0
3:30	0	0
3:45	1	0
4:00	0	3
4:15	0	0
4:30	0	0
4:45	0	3
5:00	0	2
5:15	1	2
5:30	1	3
5:45	0	1
6:00	0	0
6:15	0	2
6:30	0	1
6:45	0	0
7:00	0	0
7:15	0	0
7:30	0	0
7:45	0	2
8:00	0	0
8:15	0	0
8:30	0	0
8:45	1	0
9:00	0	0
9:15	0	0
9:30	0	0
9:45	0	0
10:00	0	1
10:15	0	0
10:30	0	1
10:45	0	0
11:00	0	0
11:15	0	0
11:30	0	0
11:45	0	0
PM TOTAL	**16**	**35**
TOTAL	**56**	**61**

22434-SAN JOSE ADTS
DATE: 8/26/2020
TIME: 12:00 AM
DRIVEWAY: 3

AM	IN	OUT
12:00	0	0
12:15	0	0
12:30	0	0
12:45	0	0
1:00	0	0
1:15	0	0
1:30	0	0
1:45	0	0
2:00	0	0
2:15	0	0
2:30	0	0
2:45	0	0
3:00	0	0
3:15	0	0
3:30	0	0
3:45	0	0
4:00	0	0
4:15	0	0
4:30	0	0
4:45	0	0
5:00	0	0
5:15	0	0
5:30	0	0
5:45	0	0
6:00	0	0
6:15	0	0
6:30	0	0
6:45	0	0
7:00	0	0
7:15	1	0
7:30	0	0
7:45	1	0
8:00	0	0
8:15	0	0
8:30	1	0
8:45	0	0
9:00	0	0
9:15	3	0
9:30	1	2
9:45	1	1
10:00	2	0
10:15	3	1
10:30	3	1
10:45	1	7
11:00	1	2
11:15	3	3
11:30	4	3
11:45	1	2
AM TOTAL	**26**	**22**

PM	IN	OUT
12:00	1	1
12:15	0	0
12:30	2	0
12:45	0	0
1:00	2	1
1:15	1	0
1:30	0	1
1:45	2	1
2:00	0	1
2:15	1	3
2:30	2	0
2:45	3	2
3:00	1	2
3:15	0	2
3:30	0	0
3:45	1	1
4:00	3	3
4:15	1	1
4:30	1	0
4:45	0	4
5:00	1	0
5:15	0	0
5:30	0	0
5:45	0	0
6:00	0	0
6:15	0	0
6:30	0	0
6:45	0	0
7:00	1	4
7:15	0	1
7:30	0	0
7:45	0	0
8:00	0	0
8:15	0	0
8:30	0	0
8:45	0	0
9:00	0	0
9:15	0	0
9:30	0	0
9:45	0	0
10:00	0	0
10:15	0	0
10:30	0	0
10:45	0	0
11:00	0	0
11:15	0	0
11:30	0	0
11:45	0	0
PM TOTAL	**23**	**28**
TOTAL	**49**	**50**

22434-SAN JOSE ADTS
DATE: 8/26/2020
TIME: 12:00 AM
DRIVEWAY: 4

AM	IN	OUT
12:00	0	0
12:15	0	0
12:30	0	0
12:45	0	0
1:00	0	0
1:15	0	0
1:30	0	0
1:45	0	0
2:00	0	0
2:15	0	0
2:30	0	0
2:45	0	0
3:00	0	0
3:15	0	0
3:30	0	0
3:45	0	0
4:00	0	0
4:15	0	0
4:30	0	0
4:45	0	0
5:00	1	0
5:15	0	1
5:30	0	0
5:45	1	0
6:00	1	0
6:15	2	0
6:30	0	0
6:45	0	0
7:00	0	0
7:15	0	0
7:30	0	0
7:45	1	2
8:00	1	0
8:15	1	1
8:30	0	0
8:45	0	0
9:00	1	0
9:15	0	0
9:30	6	0
9:45	7	1
10:00	0	0
10:15	0	0
10:30	1	0
10:45	2	0
11:00	0	0
11:15	2	1
11:30	0	0
11:45	1	1
AM TOTAL	**28**	**7**

PM	IN	OUT
12:00	0	1
12:15	0	0
12:30	0	0
12:45	0	1
1:00	0	1
1:15	2	0
1:30	0	1
1:45	0	1
2:00	0	2
2:15	0	0
2:30	0	1
2:45	0	0
3:00	0	1
3:15	1	2
3:30	0	0
3:45	0	0
4:00	1	0
4:15	0	0
4:30	0	1
4:45	0	0
5:00	0	9
5:15	1	1
5:30	0	1
5:45	0	1
6:00	0	3
6:15	0	0
6:30	0	0
6:45	0	0
7:00	0	1
7:15	1	0
7:30	0	1
7:45	0	0
8:00	0	0
8:15	1	1
8:30	0	1
8:45	0	0
9:00	0	0
9:15	0	0
9:30	2	0
9:45	0	0
10:00	0	2
10:15	0	0
10:30	0	0
10:45	0	0
11:00	0	0
11:15	0	0
11:30	0	0
11:45	0	0
PM TOTAL	**9**	**33**
TOTAL	**37**	**40**

22434-SAN JOSE ADTS
DATE: 8/26/2020
TIME: 12:00 AM
DRIVEWAY: 5

	MOTORCYCLE		PASSENGER CARS		2 AXLE LONG		BUSES		2 AXLE 6 TIRE		3 AXLE SINGLE		4 AXLE SINGLE		<5 AXLE DOUBLE		5 AXLE DOUBLE		>6 AXLE DOUBLE		<6 AXLE MULTI		6 AXLE MULTI		>6 AXLE MULTI	
AM	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	2	1	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM TOTAL	**0**	**0**	**4**	**3**	**6**	**4**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	MOTORCYCLE		PASSENGER CARS		2 AXLE LONG		BUSES		2 AXLE 6 TIRE		3 AXLE SINGLE		4 AXLE SINGLE		<5 AXLE DOUBLE		5 AXLE DOUBLE		>6 AXLE DOUBLE		<6 AXLE MULTI		6 AXLE MULTI		>6 AXLE MULTI	
PM	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL	**0**	**0**	**1**	**1**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**0**	**0**	**5**	**4**	**8**	**9**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

22434-SAN JOSE ADTS
DATE: 8/26/2020
TIME: 12:00 AM
DRIVEWAY: 6

	MOTORCYCLE		PASSENGER CARS		2 AXLE LONG		BUSES		2 AXLE 6 TIRE		3 AXLE SINGLE		4 AXLE SINGLE		<5 AXLE DOUBLE		5 AXLE DOUBLE		>6 AXLE DOUBLE		<6 AXLE MULTI		6 AXLE MULTI		>6 AXLE MULTI	
AM	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**
12:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM TOTAL	**0**	**0**	**26**	**15**	**0**	**0**	**0**	**0**	**3**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	MOTORCYCLE		PASSENGER CARS		2 AXLE LONG		BUSES		2 AXLE 6 TIRE		3 AXLE SINGLE		4 AXLE SINGLE		<5 AXLE DOUBLE		5 AXLE DOUBLE		>6 AXLE DOUBLE		<6 AXLE MULTI		6 AXLE MULTI		>6 AXLE MULTI	
PM	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL	**0**	**0**	**16**	**24**	**3**	**1**	**0**	**0**	**4**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**0**	**0**	**42**	**39**	**3**	**1**	**0**	**0**	**7**	**13**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

650 N. King Rd LLC
Master Rent Roll - 2020

Suite	Tenant	Subleasee	SF	% Project
646	Yellow Checker Cab Company, Inc.	Our City Forest	7,394	5.89%
650	Progressive Solutions	1st Commercial Realty Group	29,625	23.62%
650-A	**Vacant**		11,201	8.93%
652-10	Guaranteed Express		18,402	14.67%
652-20	***Air Filter Controls, Inc. (Pending lease; unexecuted by prospective tenant at this time and anticipated to be signed shortly.)***		7,255	5.78%
654 A	Fresh & Best Produce		10,710	8.54%
656-20	Safra Distribustion, Inc. dba Kadco Imports		5,561	4.43%
656-3	Safra Distribustion, Inc. dba Kadco Imports		3,240	2.58%
656-4	Air 1 Moving		20,584	16.41%
656-10	US Foods		2,790	2.22%
658	**Vacant**		1,121	0.89%
1805	Odwalla Inc.		7,550	6.02%
Parking	Our City Forest		0	0.00%
	Total		**125,433**	**100.00%**

Total Vacancy SF		**12,322**
Total Occupied SF		**113,111**
% Occupied SF		**90.18%**

Yellow represents rent increases that are due within 1 mo. Perio
Red text represents leases expiring within a 6 mo. Period
Turquois represents current month rent abatement

Current Month Tenant Counts: 10

Property Manager has noted that:

1. Square footages listed in the Rent Roll are based on Tenant leases and total 125,433 square feet. This does not match the most recent BOMA square footage measurement of 136,050 square feet.
2. The Rent Roll uses a total project square footage of 125,433 square feet to calculate each tenant's pro rata share of the project. Individual leases show different percentages depending on usable square footage number used in each lease.

Appendix D – San Jose Approved Trip Inventory

AM PROJECT TRIPS

02/17/2021

Intersection of : N King Rd & Las Plumas Av

Traffix Node Number : 3621

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	4	26	3	2	8	1	0	0	0	1	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	43	0	0	6	0	0	0	0	0	0	1
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	54	0	9	99	0	0	0	0	0	0	5
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	6	0	2	3	0	0	0	0	0	0	4
TOTAL:	**4**	**129**	**3**	**13**	**116**	**1**	**0**	**0**	**0**	**1**	**0**	**10**

	LEFT	THRU	RIGHT
NORTH	13	116	1
EAST	1	0	10
SOUTH	4	129	3
WEST	0	0	0

PM PROJECT TRIPS

02/17/2021

Intersection of : N King Rd & Las Plumas Av

Traffix Node Number : 3621

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	1	0	2	27	0	0	0	0	8	3	4
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	8	0	1	38	0	0	0	0	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	97	0	4	51	0	0	0	0	0	0	9
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	21	0	12	21	0	0	0	0	0	0	12
TOTAL:	**0**	**127**	**0**	**19**	**137**	**0**	**0**	**0**	**0**	**8**	**3**	**25**

	LEFT	THRU	RIGHT
NORTH	19	137	0
EAST	8	3	25
SOUTH	0	127	0
WEST	0	0	0

AM PROJECT TRIPS

02/17/2021

Intersection of : N King Rd & Mabury Rd

Traffix Node Number : 3623

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
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	10	22	2	0	0	0	5	11	6	0	5	1
PDC03-093 (3-03081) Retail/Commercial MCKEE RD AND N JACKSON AV SJ REGIONAL MEDICAL CENTER	0	2	0	0	3	0	0	0	0	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	14	30	0	1	4	8	1	1	2	0	10	5
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	18	40	0	11	75	9	17	14	33	0	8	6
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	3	7	0	1	3	4	2	2	1	0	4	3
PP08-024 (3-18362) LEGACY 1776 EDUCATIONAL PARK DRIVE (INDEPENDENCE HIGH EDUCATIONAL PARK BRANCH LIBRARY	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**45**	**101**	**2**	**13**	**85**	**21**	**25**	**28**	**42**	**0**	**27**	**15**

	LEFT	**THRU**	**RIGHT**
NORTH	13	85	21
EAST	0	27	15
SOUTH	45	101	2
WEST	25	28	42

PM PROJECT TRIPS

02/17/2021

Intersection of : N King Rd & Mabury Rd

Traffix Node Number : 3623

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
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	2	6	0	1	13	5	3	15	3	1	4	1
NSJ LEGACY NORTH SAN JOSE	3	11	1	9	20	2	1	6	1	1	5	2
PDC03-093 (3-03081) Retail/Commercial MCKEE RD AND N JACKSON AV SJ REGIONAL MEDICAL CENTER	0	4	0	0	1	0	0	0	0	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	2	5	0	5	26	1	7	9	12	0	2	1
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	33	73	0	6	39	17	9	7	17	0	14	11
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	10	23	0	9	23	12	12	13	10	0	13	9
PP08-024 (3-18362) LEGACY 1776 EDUCATIONAL PARK DRIVE (INDEPENDENCE HIGH EDUCATIONAL PARK BRANCH LIBRARY	0	0	0	12	0	0	0	3	0	0	3	12

TOTAL:	**50**	**122**	**1**	**42**	**122**	**37**	**32**	**53**	**43**	**2**	**41**	**36**

	LEFT	THRU	RIGHT
NORTH	42	122	37
EAST	2	41	36
SOUTH	50	122	1
WEST	32	53	43

AM PROJECT TRIPS

02/17/2021

Intersection of : McKee Rd / N King Rd

Traffix Node Number : 3625

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
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	2	0	0	0	0	1	1	0	0	2	0
NSJ LEGACY NORTH SAN JOSE	2	13	2	0	0	1	16	18	2	0	1	0
PDC03-093 (3-03081) Retail/Commercial MCKEE RD AND N JACKSON AV SJ REGIONAL MEDICAL CENTER	0	0	0	11	0	0	0	55	0	0	37	7
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	13	0	1	2	3	24	0	0	0	0	7
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	19	0	22	35	42	23	0	0	0	0	12
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	1	0	2	1	0	0	0	0	0	0	5
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	8	0	0	7	0

TOTAL:	**2**	**48**	**2**	**36**	**38**	**46**	**64**	**82**	**2**	**0**	**47**	**31**

	LEFT	THRU	RIGHT
NORTH	36	38	46
EAST	0	47	31
SOUTH	2	48	2
WEST	64	82	2

PM PROJECT TRIPS

02/17/2021

Intersection of : McKee Rd / N King Rd

Traffix Node Number : 3625

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
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	2	5	3	10	11	2	7	25	3	5	26	2
NSJ LEGACY NORTH SAN JOSE	2	5	3	3	14	13	1	4	0	2	9	0
PDC03-093 (3-03081) Retail/Commercial MCKEE RD AND N JACKSON AV SJ REGIONAL MEDICAL CENTER	0	0	0	4	0	0	0	24	0	0	61	12
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	2	0	6	12	21	4	0	0	0	0	1
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	34	0	11	18	22	41	0	0	0	0	22
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	4	0	16	4	0	0	0	0	0	0	16
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	13	0	0	8	0

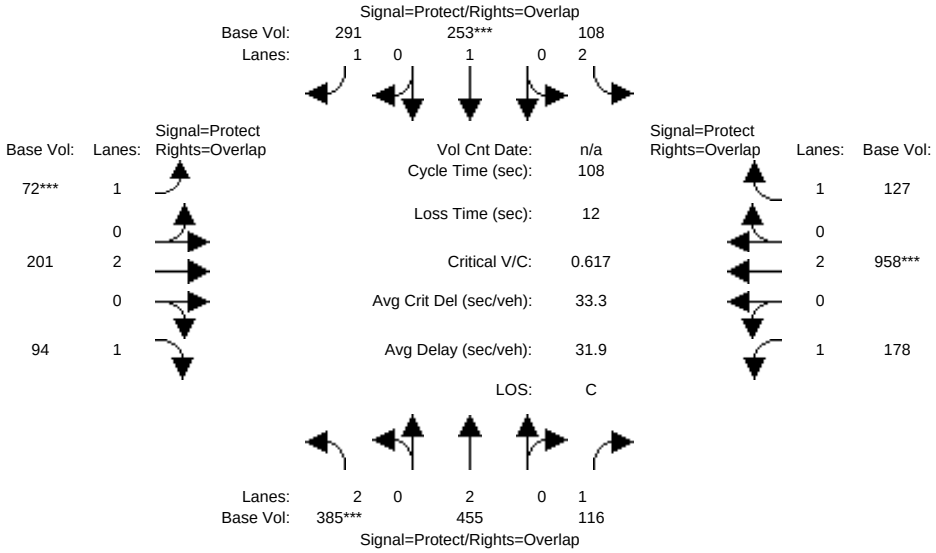
TOTAL:	**4**	**50**	**6**	**50**	**59**	**58**	**53**	**66**	**3**	**7**	**104**	**53**

	LEFT	**THRU**	**RIGHT**
NORTH	50	59	58
EAST	7	104	53
SOUTH	4	50	6
WEST	53	66	3

Appendix E – TRAFFIX Intersection Operations Analysis

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

Intersection #1: King / Mabury

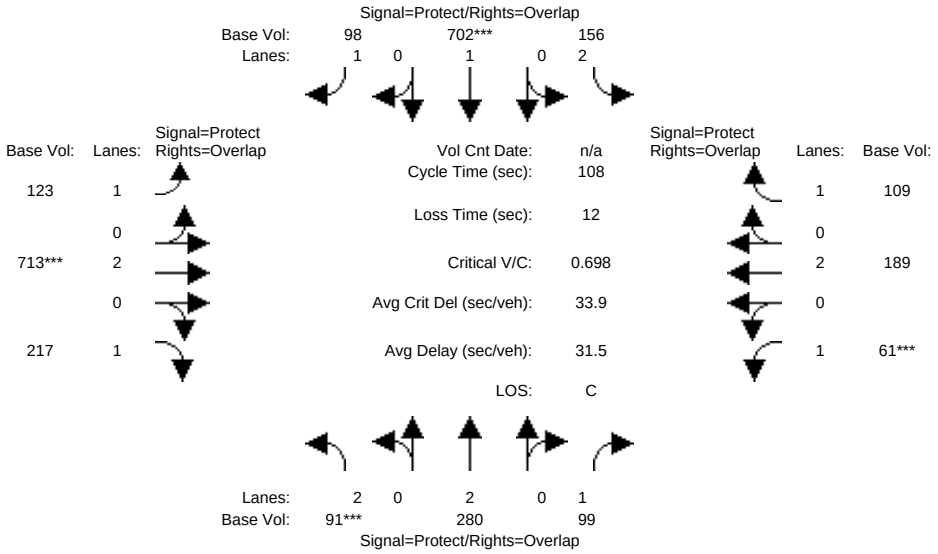


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	385	455	116	108	253	291	72	201	94	178	958	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	385	455	116	108	253	291	72	201	94	178	958	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	385	455	116	108	253	291	72	201	94	178	958	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	455	116	108	253	291	72	201	94	178	958	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	455	116	108	253	291	72	201	94	178	958	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.07	0.03	0.13	0.17	0.04	0.05	0.05	0.10	0.25	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.20	0.27	0.52	0.15	0.22	0.28	0.07	0.23	0.42	0.25	0.41	0.55
Volume/Cap:	0.62	0.45	0.13	0.24	0.62	0.59	0.62	0.23	0.13	0.41	0.62	0.13
Uniform Del:	39.6	32.8	13.5	40.8	38.3	33.4	49.1	34.1	18.9	33.9	25.3	11.6
IncremntDel:	1.9	0.3	0.1	0.3	2.8	1.9	9.6	0.1	0.1	0.6	0.8	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.4	33.1	13.5	41.1	41.2	35.2	58.7	34.3	19.0	34.6	26.0	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	33.1	13.5	41.1	41.2	35.2	58.7	34.3	19.0	34.6	26.0	11.7
LOS by Move:	D	C	B	D	D	D	E	C	B	C	C	B
HCM2k95thQ:	13	12	4	4	16	18	7	6	4	11	23	4

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

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

Intersection #1: King / Mabury

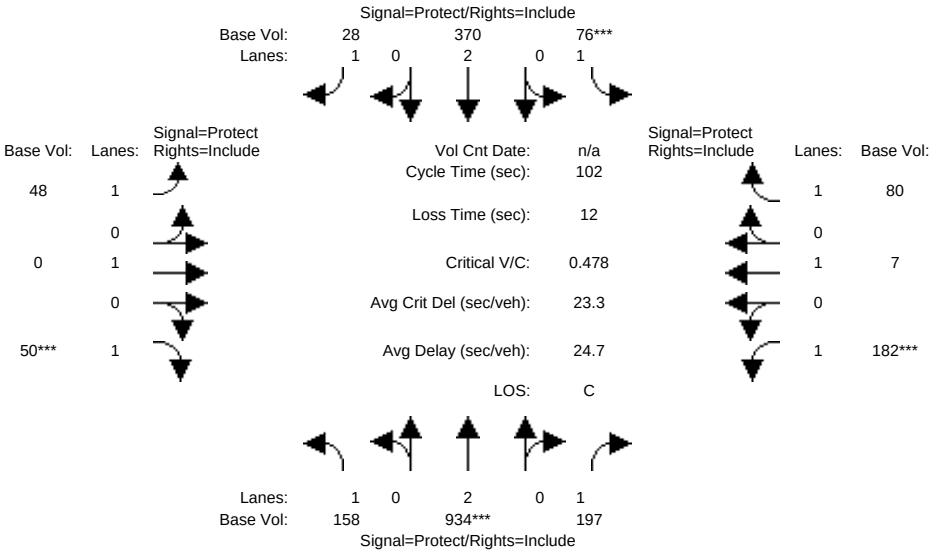


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	91	280	99	156	702	98	123	713	217	61	189	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	280	99	156	702	98	123	713	217	61	189	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:	91	280	99	156	702	98	123	713	217	61	189	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	280	99	156	702	98	123	713	217	61	189	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:	91	280	99	156	702	98	123	713	217	61	189	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.06	0.05	0.37	0.06	0.07	0.19	0.12	0.03	0.05	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.33	0.40	0.23	0.50	0.64	0.14	0.26	0.32	0.06	0.18	0.42
Volume/Cap:	0.45	0.22	0.14	0.21	0.73	0.09	0.51	0.73	0.39	0.54	0.27	0.15
Uniform Del:	48.6	25.8	20.7	33.3	21.1	7.3	43.1	36.8	28.5	48.9	38.0	19.6
IncremntDel:	1.6	0.1	0.1	0.1	3.0	0.0	1.8	2.9	0.4	5.1	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.2	25.9	20.8	33.5	24.1	7.4	44.9	39.7	28.9	54.0	38.2	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	25.9	20.8	33.5	24.1	7.4	44.9	39.7	28.9	54.0	38.2	19.7
LOS by Move:	D	C	C	C	C	A	D	D	C	D	D	B
HCM2k95thQ:	4	6	4	5	33	3	9	22	12	6	6	5

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

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

Intersection #2: King / Las Plumas

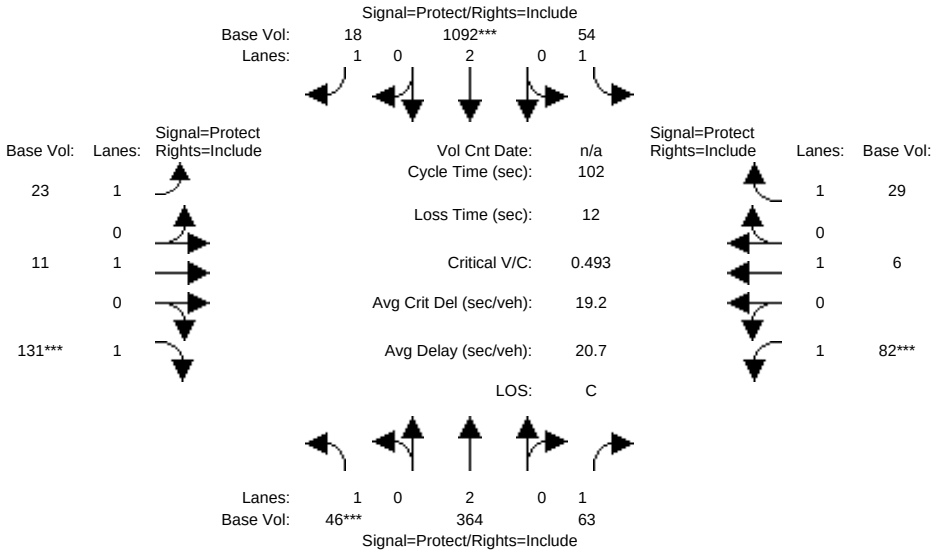


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	158	934	197	76	370	28	48	0	50	182	7	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	934	197	76	370	28	48	0	50	182	7	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	934	197	76	370	28	48	0	50	182	7	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	934	197	76	370	28	48	0	50	182	7	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	934	197	76	370	28	48	0	50	182	7	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.11	0.04	0.10	0.02	0.03	0.00	0.03	0.10	0.00	0.05
Crit Moves:		****		****					****	****		
Green/Cycle:	0.28	0.49	0.49	0.09	0.30	0.30	0.13	0.00	0.13	0.21	0.18	0.18
Volume/Cap:	0.33	0.50	0.23	0.50	0.32	0.05	0.22	0.00	0.23	0.50	0.02	0.25
Uniform Del:	29.3	17.6	14.9	44.5	27.7	25.4	40.1	0.0	40.1	35.8	34.4	36.0
IncremntDel:	0.4	0.2	0.1	2.6	0.2	0.0	0.5	0.0	0.5	1.1	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.7	17.8	15.1	47.1	27.8	25.4	40.6	0.0	40.7	36.9	34.5	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	17.8	15.1	47.1	27.8	25.4	40.6	0.0	40.7	36.9	34.5	36.4
LOS by Move:	C	B	B	D	C	C	D	A	D	D	C	D
HCM2k95thQ:	8	18	7	5	8	1	3	0	3	11	0	5

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

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

Intersection #2: King / Las Plumas

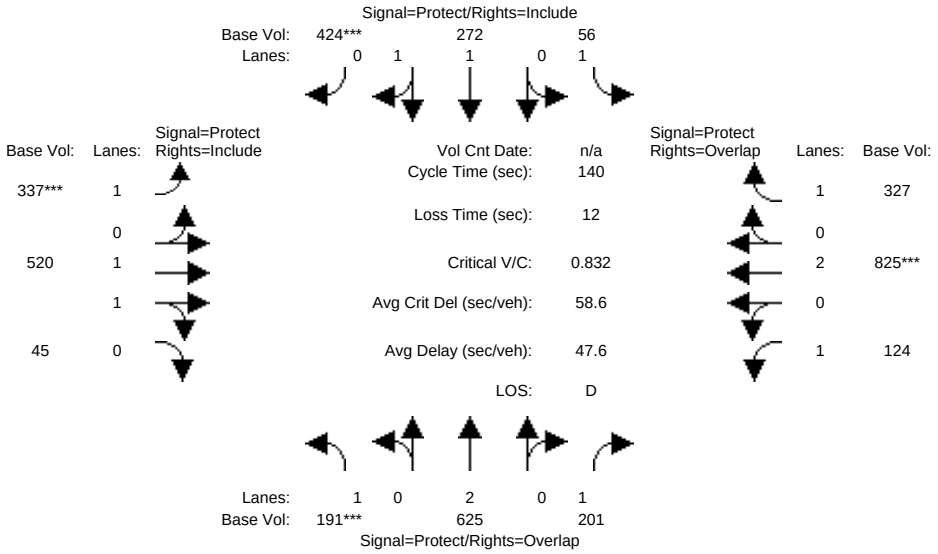


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	364	63	54	1092	18	23	11	131	82	6	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	364	63	54	1092	18	23	11	131	82	6	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:	46	364	63	54	1092	18	23	11	131	82	6	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	364	63	54	1092	18	23	11	131	82	6	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:	46	364	63	54	1092	18	23	11	131	82	6	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.04	0.03	0.29	0.01	0.01	0.01	0.07	0.05	0.00	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.38	0.38	0.26	0.57	0.57	0.10	0.15	0.15	0.09	0.14	0.14
Volume/Cap:	0.38	0.25	0.10	0.12	0.50	0.02	0.13	0.04	0.50	0.50	0.02	0.12
Uniform Del:	45.4	21.9	20.6	28.5	13.1	9.5	41.9	37.2	39.9	44.0	37.6	38.1
IncremntDel:	2.0	0.1	0.1	0.1	0.2	0.0	0.3	0.1	1.6	2.5	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	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:	47.5	22.0	20.6	28.6	13.3	9.5	42.2	37.2	41.5	46.5	37.7	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	22.0	20.6	28.6	13.3	9.5	42.2	37.2	41.5	46.5	37.7	38.3
LOS by Move:	D	C	C	C	B	A	D	D	D	D	D	D
HCM2k95thQ:	3	7	3	3	18	1	2	1	9	7	0	2

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

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

Intersection #3: King / McKee

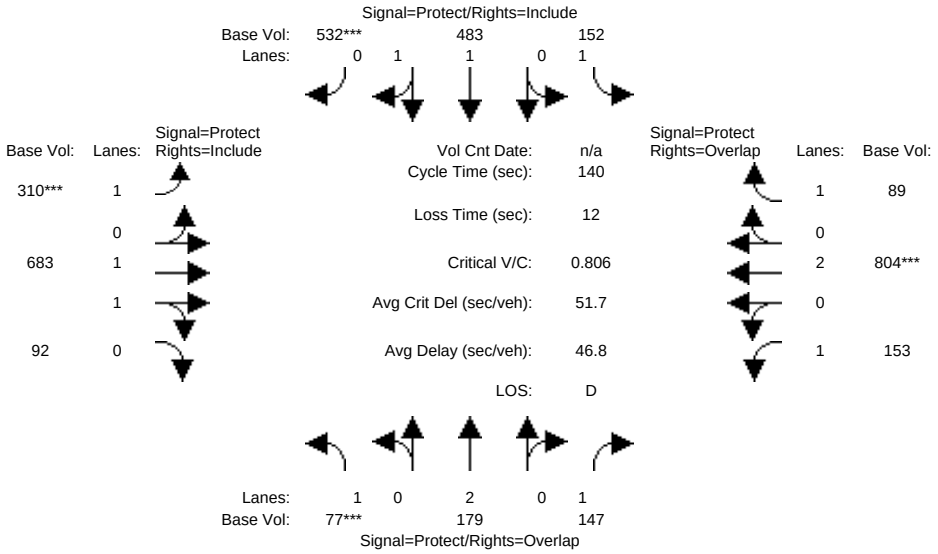


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	191	625	201	56	272	424	337	520	45	124	825	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	625	201	56	272	424	337	520	45	124	825	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	625	201	56	272	424	337	520	45	124	825	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	625	201	56	272	424	337	520	45	124	825	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	625	201	56	272	424	337	520	45	124	825	327
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3474	301	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.11	0.03	0.14	0.24	0.19	0.15	0.15	0.07	0.22	0.19
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.32	0.48	0.10	0.29	0.29	0.23	0.33	0.33	0.16	0.26	0.36
Volume/Cap:	0.83	0.51	0.24	0.33	0.49	0.83	0.83	0.45	0.45	0.45	0.83	0.52
Uniform Del:	59.3	38.3	21.2	58.8	41.1	46.4	51.2	36.5	36.5	53.4	48.9	35.3
IncremntDel:	22.1	0.4	0.1	1.1	0.3	7.2	13.7	0.3	0.3	1.2	6.1	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.4	38.7	21.4	59.9	41.3	53.6	64.9	36.8	36.8	54.6	55.0	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	38.7	21.4	59.9	41.3	53.6	64.9	36.8	36.8	54.6	55.0	36.1
LOS by Move:	F	D	C	E	D	D	E	D	D	D	D	D
HCM2k95thQ:	20	20	10	5	17	33	30	18	18	11	32	22

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

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

Intersection #3: King / McKee

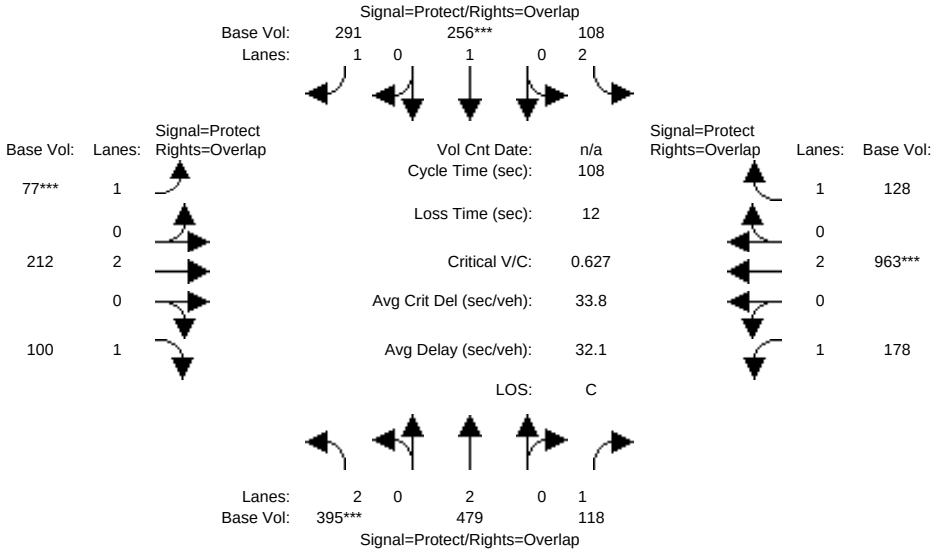


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	179	147	152	483	532	310	683	92	153	804	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	179	147	152	483	532	310	683	92	153	804	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	179	147	152	483	532	310	683	92	153	804	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	179	147	152	483	532	310	683	92	153	804	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	179	147	152	483	532	310	683	92	153	804	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3315	447	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.08	0.09	0.25	0.30	0.18	0.21	0.21	0.09	0.21	0.05
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.19	0.34	0.24	0.38	0.38	0.22	0.34	0.34	0.14	0.26	0.50
Volume/Cap:	0.81	0.24	0.25	0.37	0.67	0.81	0.81	0.61	0.61	0.61	0.81	0.10
Uniform Del:	65.4	47.6	33.4	44.6	36.4	39.0	51.8	38.6	38.6	56.2	48.3	18.5
IncremntDel:	37.6	0.2	0.2	0.6	1.2	3.9	11.8	0.9	0.9	4.3	4.9	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	103.1	47.8	33.6	45.2	37.6	42.9	63.6	39.4	39.4	60.5	53.2	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.1	47.8	33.6	45.2	37.6	42.9	63.6	39.4	39.4	60.5	53.2	18.5
LOS by Move:	F	D	C	D	D	D	E	D	D	E	D	B
HCM2k95thQ:	11	7	9	11	29	37	27	25	25	14	31	4

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

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

Intersection #1: King / Mabury

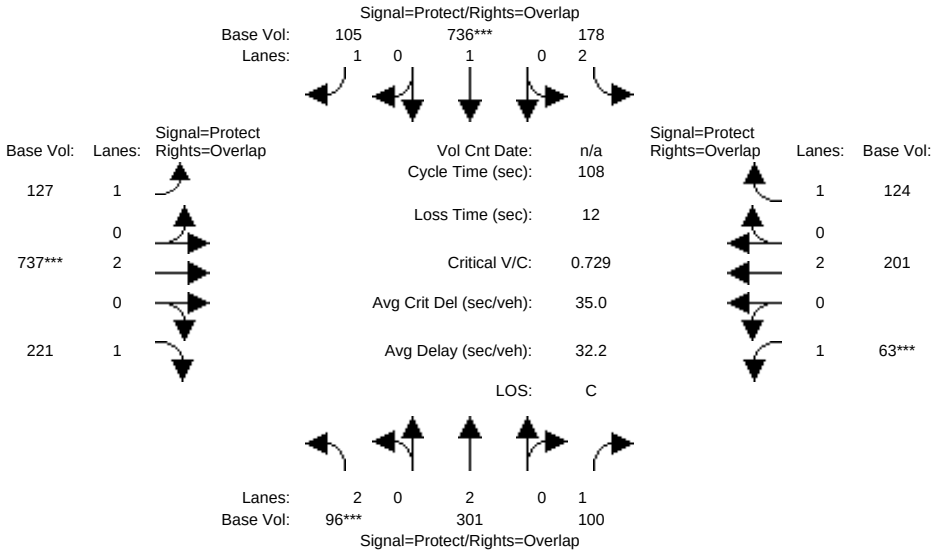


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	395	479	118	108	256	291	77	212	100	178	963	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	395	479	118	108	256	291	77	212	100	178	963	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	395	479	118	108	256	291	77	212	100	178	963	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	479	118	108	256	291	77	212	100	178	963	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	395	479	118	108	256	291	77	212	100	178	963	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.07	0.03	0.13	0.17	0.04	0.06	0.06	0.10	0.25	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.20	0.27	0.52	0.14	0.21	0.28	0.07	0.23	0.43	0.25	0.40	0.54
Volume/Cap:	0.63	0.46	0.13	0.24	0.63	0.58	0.63	0.25	0.13	0.41	0.63	0.13
Uniform Del:	39.5	32.6	13.2	41.3	38.5	33.1	48.8	34.3	18.9	34.0	25.7	12.1
IncremntDel:	2.0	0.3	0.1	0.3	3.1	1.8	9.9	0.2	0.1	0.6	0.8	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.5	32.9	13.3	41.6	41.6	34.9	58.7	34.4	19.0	34.6	26.5	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	32.9	13.3	41.6	41.6	34.9	58.7	34.4	19.0	34.6	26.5	12.1
LOS by Move:	D	C	B	D	D	C	E	C	B	C	C	B
HCM2k95thQ:	14	12	4	4	16	18	8	6	4	11	24	4

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

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

Intersection #1: King / Mabury

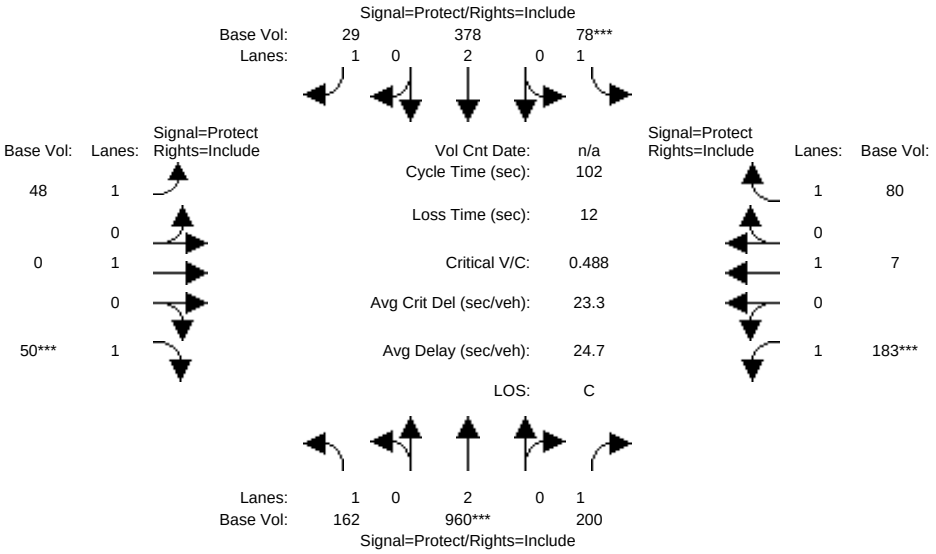


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	96	301	100	178	736	105	127	737	221	63	201	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	301	100	178	736	105	127	737	221	63	201	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	301	100	178	736	105	127	737	221	63	201	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	301	100	178	736	105	127	737	221	63	201	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	301	100	178	736	105	127	737	221	63	201	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.06	0.06	0.39	0.06	0.07	0.19	0.13	0.04	0.05	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.34	0.40	0.24	0.51	0.65	0.14	0.25	0.32	0.06	0.18	0.41
Volume/Cap:	0.47	0.24	0.14	0.24	0.77	0.09	0.52	0.77	0.40	0.56	0.30	0.17
Uniform Del:	48.7	25.9	20.6	33.5	21.5	7.2	43.1	37.4	28.7	49.0	38.5	20.0
IncremntDel:	1.7	0.1	0.1	0.2	3.7	0.0	2.0	3.7	0.5	5.9	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.4	26.0	20.7	33.7	25.2	7.2	45.1	41.1	29.2	54.9	38.7	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	26.0	20.7	33.7	25.2	7.2	45.1	41.1	29.2	54.9	38.7	20.1
LOS by Move:	D	C	C	C	C	A	D	D	C	D	D	C
HCM2k95thQ:	4	7	4	6	35	3	10	23	12	6	6	6

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

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

Intersection #2: King / Las Plumas

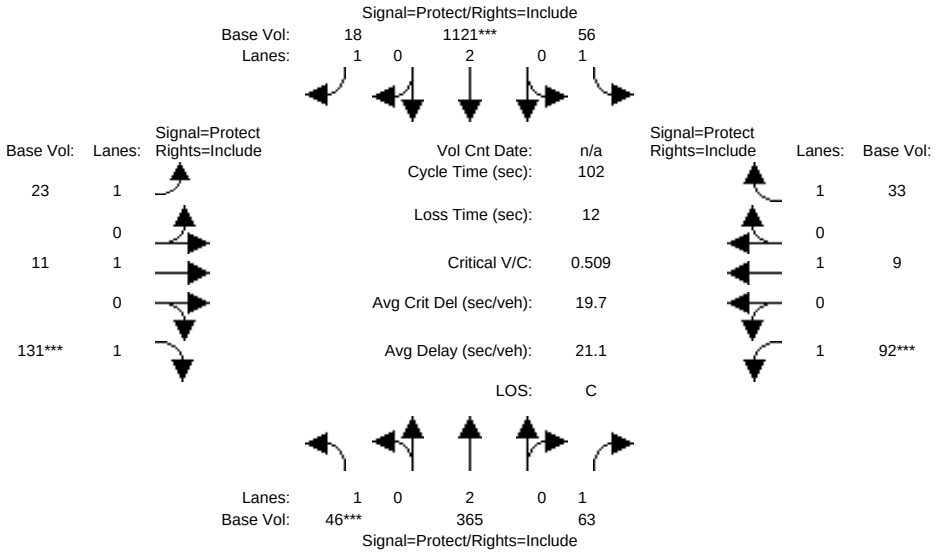


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	162	960	200	78	378	29	48	0	50	183	7	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	960	200	78	378	29	48	0	50	183	7	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	960	200	78	378	29	48	0	50	183	7	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	960	200	78	378	29	48	0	50	183	7	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	960	200	78	378	29	48	0	50	183	7	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.11	0.04	0.10	0.02	0.03	0.00	0.03	0.10	0.00	0.05
Crit Moves:		****		****					****	****		
Green/Cycle:	0.28	0.49	0.49	0.09	0.30	0.30	0.12	0.00	0.12	0.20	0.18	0.18
Volume/Cap:	0.33	0.51	0.23	0.51	0.33	0.06	0.22	0.00	0.23	0.51	0.02	0.26
Uniform Del:	29.2	17.5	14.8	44.5	27.7	25.4	40.2	0.0	40.2	36.1	34.6	36.1
IncremntDel:	0.4	0.2	0.1	2.9	0.2	0.0	0.5	0.0	0.5	1.3	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.6	17.8	14.9	47.4	27.9	25.4	40.7	0.0	40.8	37.3	34.6	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	17.8	14.9	47.4	27.9	25.4	40.7	0.0	40.8	37.3	34.6	36.6
LOS by Move:	C	B	B	D	C	C	D	A	D	D	C	D
HCM2k95thQ:	8	18	7	5	9	1	3	0	3	12	0	5

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

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

Intersection #2: King / Las Plumas

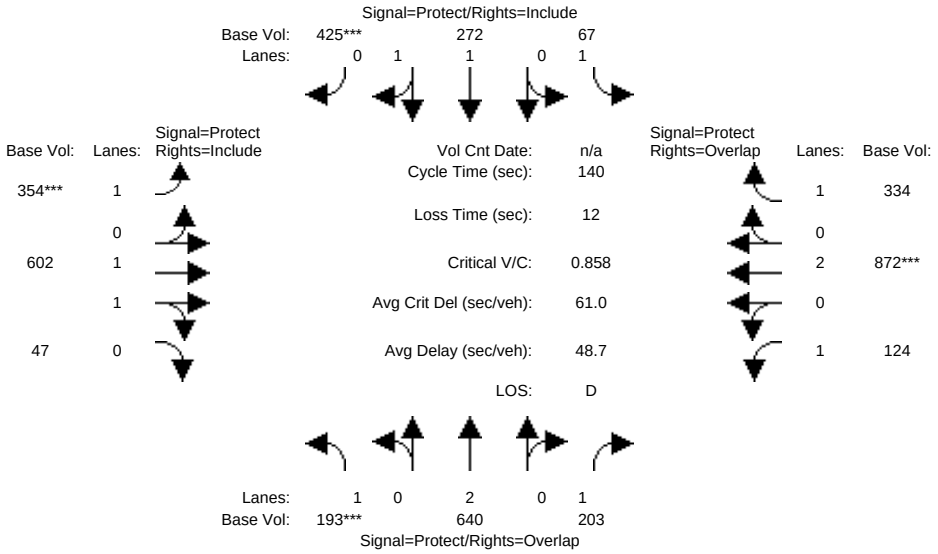


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	365	63	56	1121	18	23	11	131	92	9	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	365	63	56	1121	18	23	11	131	92	9	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	365	63	56	1121	18	23	11	131	92	9	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	365	63	56	1121	18	23	11	131	92	9	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	365	63	56	1121	18	23	11	131	92	9	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.04	0.03	0.30	0.01	0.01	0.01	0.07	0.05	0.00	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.37	0.37	0.26	0.57	0.57	0.10	0.14	0.14	0.10	0.14	0.14
Volume/Cap:	0.38	0.26	0.10	0.12	0.52	0.02	0.13	0.04	0.52	0.52	0.03	0.13
Uniform Del:	45.4	22.1	20.7	28.7	13.5	9.6	41.8	37.6	40.4	43.5	37.5	38.1
IncremntDel:	2.0	0.1	0.1	0.1	0.2	0.0	0.3	0.1	1.9	2.7	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	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:	47.5	22.2	20.8	28.8	13.7	9.6	42.1	37.6	42.3	46.2	37.6	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	22.2	20.8	28.8	13.7	9.6	42.1	37.6	42.3	46.2	37.6	38.3
LOS by Move:	D	C	C	C	B	A	D	D	D	D	D	D
HCM2k95thQ:	3	8	3	3	19	1	2	1	9	7	1	2

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

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

Intersection #3: King / McKee

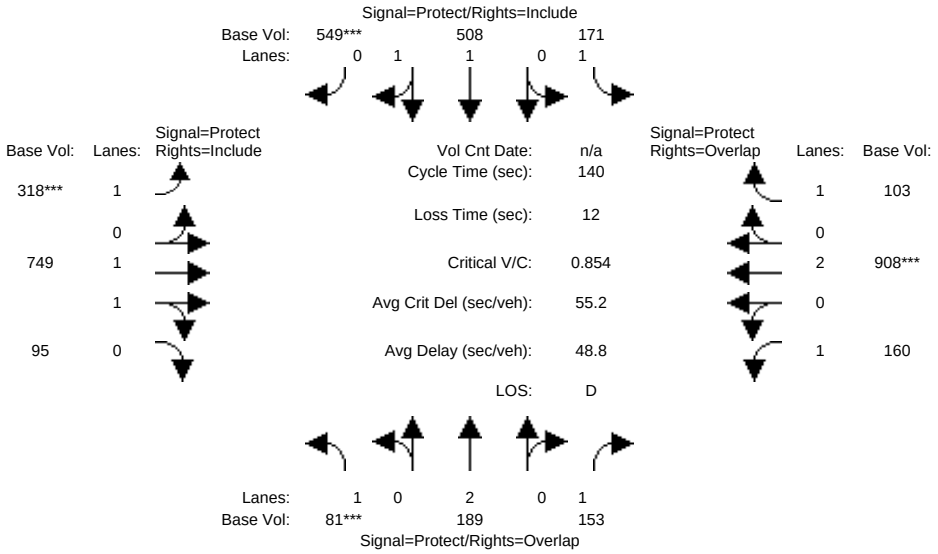


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	640	203	67	272	425	354	602	47	124	872	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	640	203	67	272	425	354	602	47	124	872	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	640	203	67	272	425	354	602	47	124	872	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	640	203	67	272	425	354	602	47	124	872	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	640	203	67	272	425	354	602	47	124	872	334
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3503	273	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.12	0.04	0.14	0.24	0.20	0.17	0.17	0.07	0.23	0.19
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.32	0.46	0.09	0.28	0.28	0.24	0.36	0.36	0.15	0.27	0.36
Volume/Cap:	0.86	0.53	0.25	0.41	0.51	0.86	0.86	0.48	0.48	0.48	0.86	0.53
Uniform Del:	59.8	39.2	22.7	59.7	42.0	47.5	51.3	35.0	35.0	54.8	48.8	35.3
IncremntDel:	26.5	0.5	0.2	1.6	0.3	9.1	16.3	0.3	0.3	1.4	7.4	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	86.3	39.7	22.9	61.4	42.3	56.6	67.6	35.3	35.3	56.3	56.2	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.3	39.7	22.9	61.4	42.3	56.6	67.6	35.3	35.3	56.3	56.2	36.1
LOS by Move:	F	D	C	E	D	E	E	D	D	E	E	D
HCM2k95thQ:	21	21	11	6	18	34	31	20	20	11	34	22

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

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

Intersection #3: King / McKee

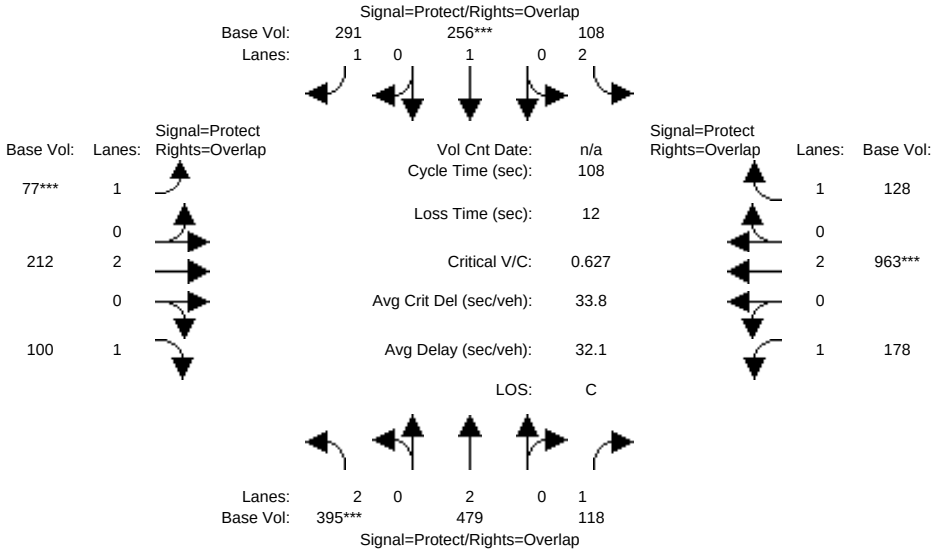


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	81	189	153	171	508	549	318	749	95	160	908	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	189	153	171	508	549	318	749	95	160	908	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	189	153	171	508	549	318	749	95	160	908	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	189	153	171	508	549	318	749	95	160	908	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	189	153	171	508	549	318	749	95	160	908	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.76	0.24	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3340	424	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.09	0.10	0.27	0.31	0.18	0.22	0.22	0.09	0.24	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.18	0.32	0.24	0.37	0.37	0.21	0.35	0.35	0.14	0.28	0.52
Volume/Cap:	0.85	0.28	0.27	0.40	0.73	0.85	0.85	0.64	0.64	0.64	0.85	0.11
Uniform Del:	65.7	49.8	35.4	44.4	38.2	40.8	53.0	38.1	38.1	56.6	47.7	16.9
IncremntDel:	48.8	0.2	0.3	0.6	1.9	6.0	17.2	1.1	1.1	5.5	6.9	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	114.4	50.0	35.7	45.0	40.1	46.8	70.2	39.2	39.2	62.2	54.6	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:	114.4	50.0	35.7	45.0	40.1	46.8	70.2	39.2	39.2	62.2	54.6	16.9
LOS by Move:	F	D	D	D	D	D	E	D	D	E	D	B
HCM2k95thQ:	11	7	10	12	32	40	29	27	27	15	35	5

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

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

Intersection #1: King / Mabury

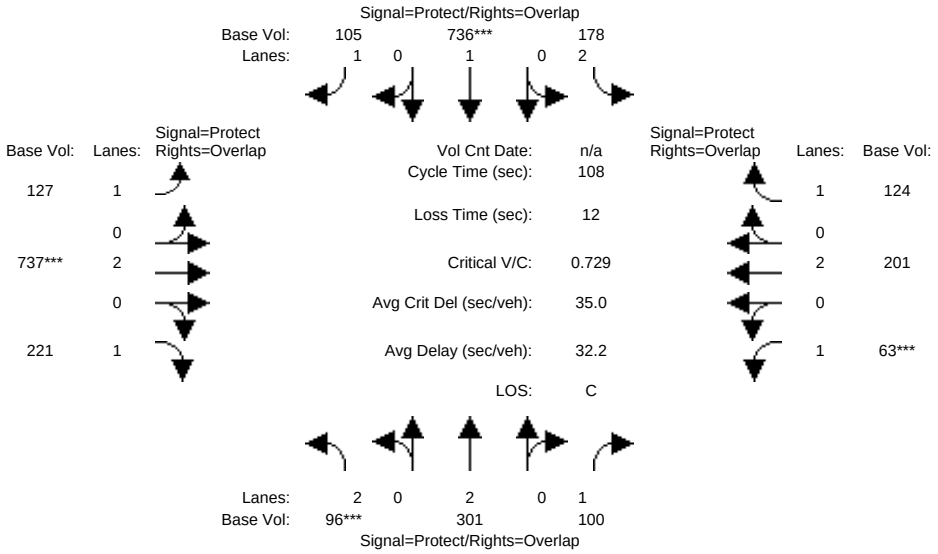


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	395	479	118	108	256	291	77	212	100	178	963	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	395	479	118	108	256	291	77	212	100	178	963	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	395	479	118	108	256	291	77	212	100	178	963	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	479	118	108	256	291	77	212	100	178	963	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	395	479	118	108	256	291	77	212	100	178	963	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.07	0.03	0.13	0.17	0.04	0.06	0.06	0.10	0.25	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.20	0.27	0.52	0.14	0.21	0.28	0.07	0.23	0.43	0.25	0.40	0.54
Volume/Cap:	0.63	0.46	0.13	0.24	0.63	0.58	0.63	0.25	0.13	0.41	0.63	0.13
Uniform Del:	39.5	32.6	13.2	41.3	38.5	33.1	48.8	34.3	18.9	34.0	25.7	12.1
IncremntDel:	2.0	0.3	0.1	0.3	3.1	1.8	9.9	0.2	0.1	0.6	0.8	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.5	32.9	13.3	41.6	41.6	34.9	58.7	34.4	19.0	34.6	26.5	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	32.9	13.3	41.6	41.6	34.9	58.7	34.4	19.0	34.6	26.5	12.1
LOS by Move:	D	C	B	D	D	C	E	C	B	C	C	B
HCM2k95thQ:	14	12	4	4	16	18	8	6	4	11	24	4

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

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

Intersection #1: King / Mabury

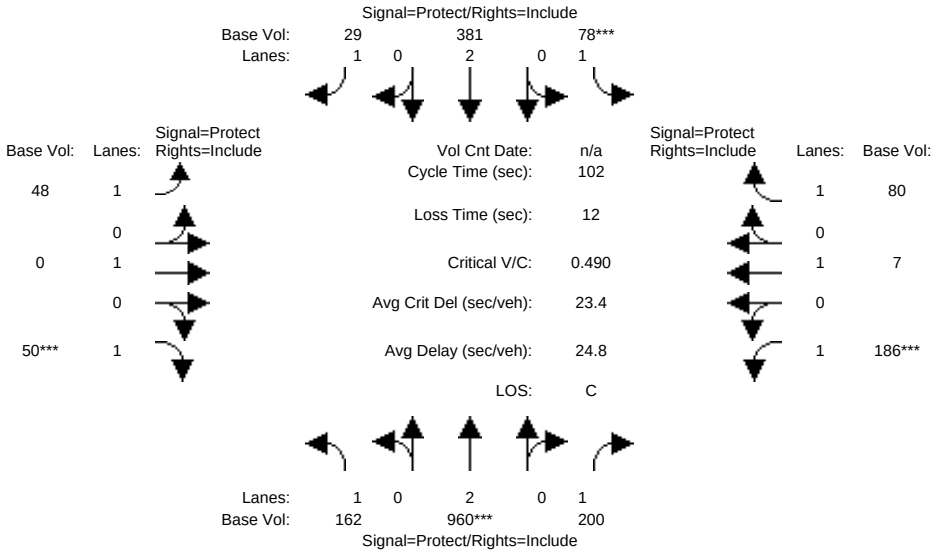


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	96	301	100	178	736	105	127	737	221	63	201	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	301	100	178	736	105	127	737	221	63	201	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	301	100	178	736	105	127	737	221	63	201	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	301	100	178	736	105	127	737	221	63	201	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	301	100	178	736	105	127	737	221	63	201	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.06	0.06	0.39	0.06	0.07	0.19	0.13	0.04	0.05	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.34	0.40	0.24	0.51	0.65	0.14	0.25	0.32	0.06	0.18	0.41
Volume/Cap:	0.47	0.24	0.14	0.24	0.77	0.09	0.52	0.77	0.40	0.56	0.30	0.17
Uniform Del:	48.7	25.9	20.6	33.5	21.5	7.2	43.1	37.4	28.7	49.0	38.5	20.0
IncremntDel:	1.7	0.1	0.1	0.2	3.7	0.0	2.0	3.7	0.5	5.9	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.4	26.0	20.7	33.7	25.2	7.2	45.1	41.1	29.2	54.9	38.7	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	26.0	20.7	33.7	25.2	7.2	45.1	41.1	29.2	54.9	38.7	20.1
LOS by Move:	D	C	C	C	C	A	D	D	C	D	D	C
HCM2k95thQ:	4	7	4	6	35	3	10	23	12	6	6	6

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

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

Intersection #2: King / Las Plumas

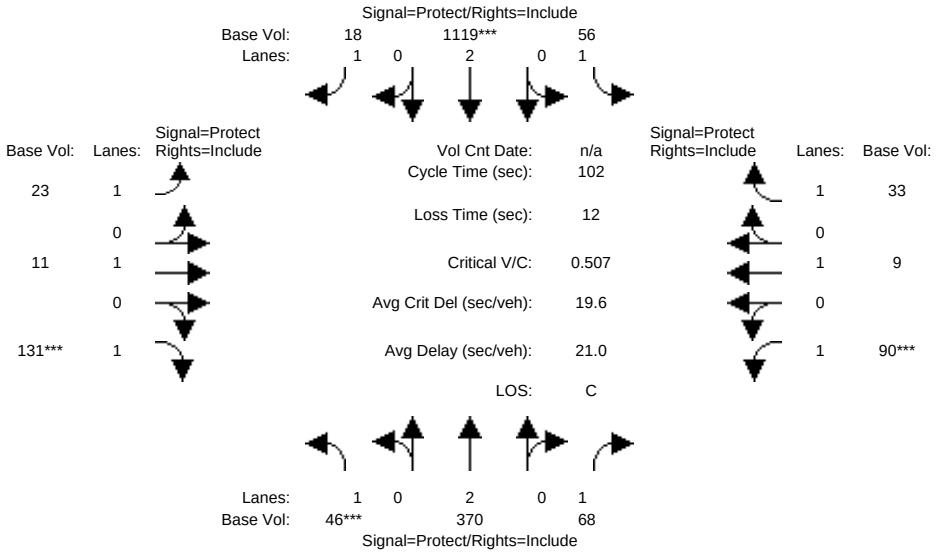


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	162	960	200	78	381	29	48	0	50	186	7	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	960	200	78	381	29	48	0	50	186	7	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	960	200	78	381	29	48	0	50	186	7	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	960	200	78	381	29	48	0	50	186	7	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	960	200	78	381	29	48	0	50	186	7	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.11	0.04	0.10	0.02	0.03	0.00	0.03	0.11	0.00	0.05
Crit Moves:		****		****					****	****		
Green/Cycle:	0.28	0.49	0.49	0.09	0.30	0.30	0.13	0.00	0.13	0.21	0.18	0.18
Volume/Cap:	0.33	0.51	0.23	0.51	0.33	0.06	0.22	0.00	0.23	0.51	0.02	0.26
Uniform Del:	29.4	17.7	14.9	44.5	27.7	25.4	40.1	0.0	40.2	35.9	34.5	36.0
IncremntDel:	0.4	0.2	0.1	3.0	0.2	0.0	0.5	0.0	0.5	1.3	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.8	17.9	15.1	47.5	27.9	25.4	40.6	0.0	40.7	37.2	34.5	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	17.9	15.1	47.5	27.9	25.4	40.6	0.0	40.7	37.2	34.5	36.4
LOS by Move:	C	B	B	D	C	C	D	A	D	D	C	D
HCM2k95thQ:	8	18	7	5	9	1	3	0	3	12	0	5

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

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

Intersection #2: King / Las Plumas

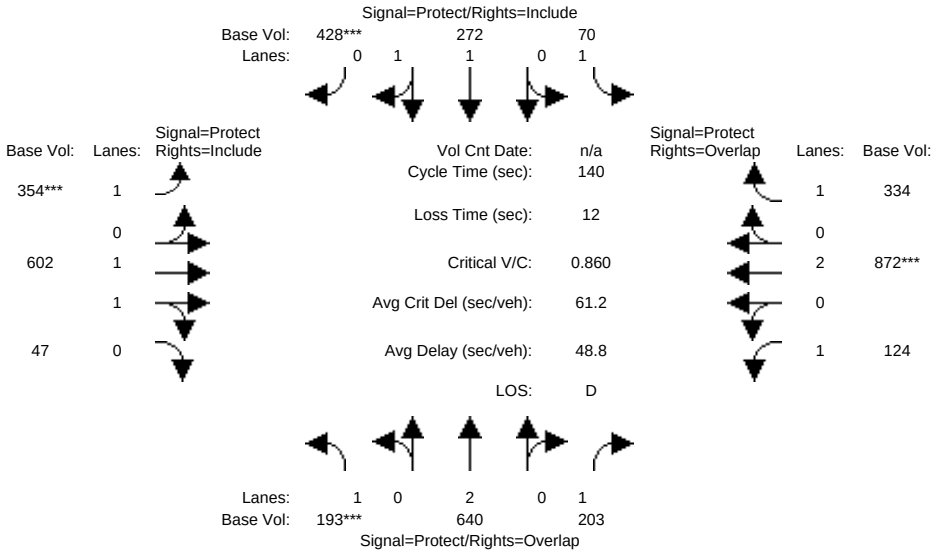


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	370	68	56	1119	18	23	11	131	90	9	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	370	68	56	1119	18	23	11	131	90	9	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	370	68	56	1119	18	23	11	131	90	9	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	370	68	56	1119	18	23	11	131	90	9	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	370	68	56	1119	18	23	11	131	90	9	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.04	0.03	0.29	0.01	0.01	0.01	0.07	0.05	0.00	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.38	0.38	0.26	0.57	0.57	0.10	0.14	0.14	0.10	0.14	0.14
Volume/Cap:	0.38	0.26	0.10	0.12	0.52	0.02	0.13	0.04	0.52	0.52	0.03	0.13
Uniform Del:	45.4	22.0	20.7	28.6	13.4	9.6	41.8	37.5	40.3	43.6	37.6	38.1
IncremntDel:	2.0	0.1	0.1	0.1	0.2	0.0	0.3	0.1	1.9	2.7	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	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:	47.5	22.1	20.8	28.8	13.6	9.6	42.1	37.6	42.2	46.3	37.6	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	22.1	20.8	28.8	13.6	9.6	42.1	37.6	42.2	46.3	37.6	38.4
LOS by Move:	D	C	C	C	B	A	D	D	D	D	D	D
HCM2k95thQ:	3	8	3	3	19	1	2	1	9	7	1	2

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

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

Intersection #3: King / McKee

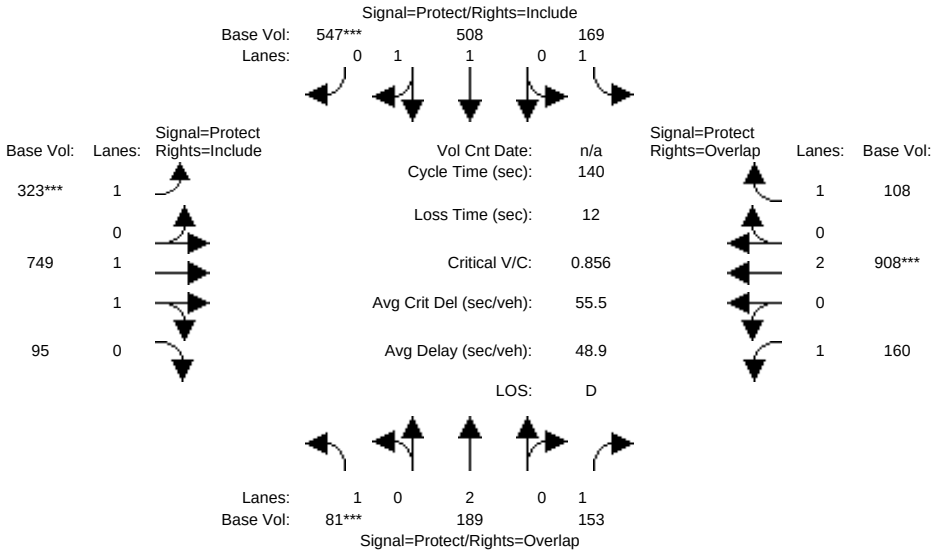


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	640	203	70	272	428	354	602	47	124	872	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	640	203	70	272	428	354	602	47	124	872	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	640	203	70	272	428	354	602	47	124	872	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	640	203	70	272	428	354	602	47	124	872	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	640	203	70	272	428	354	602	47	124	872	334
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3503	273	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.12	0.04	0.14	0.24	0.20	0.17	0.17	0.07	0.23	0.19
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.32	0.46	0.09	0.28	0.28	0.24	0.36	0.36	0.15	0.27	0.36
Volume/Cap:	0.86	0.53	0.25	0.42	0.50	0.86	0.86	0.48	0.48	0.48	0.86	0.53
Uniform Del:	59.8	39.1	22.7	59.8	41.9	47.5	51.3	35.1	35.1	54.9	48.8	35.3
IncremntDel:	26.9	0.4	0.2	1.7	0.3	9.2	16.6	0.3	0.3	1.4	7.6	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	86.7	39.6	22.9	61.5	42.1	56.7	67.9	35.4	35.4	56.3	56.4	36.2
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:	86.7	39.6	22.9	61.5	42.1	56.7	67.9	35.4	35.4	56.3	56.4	36.2
LOS by Move:	F	D	C	E	D	E	E	D	D	E	E	D
HCM2k95thQ:	21	21	11	6	17	34	32	20	20	11	34	22

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

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

Intersection #3: King / McKee

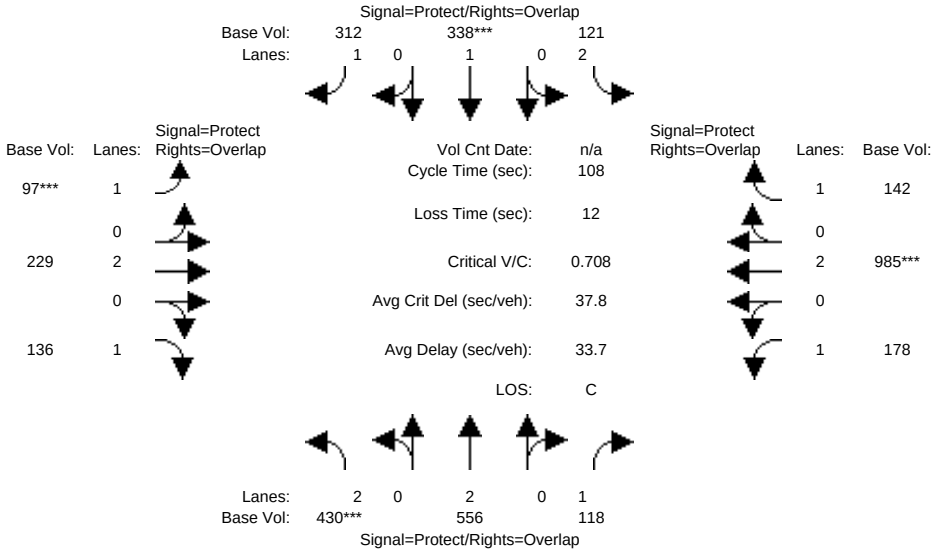


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	81	189	153	169	508	547	323	749	95	160	908	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	189	153	169	508	547	323	749	95	160	908	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	189	153	169	508	547	323	749	95	160	908	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	189	153	169	508	547	323	749	95	160	908	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	189	153	169	508	547	323	749	95	160	908	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.76	0.24	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3340	424	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.09	0.10	0.27	0.31	0.18	0.22	0.22	0.09	0.24	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.18	0.32	0.24	0.37	0.37	0.22	0.35	0.35	0.14	0.28	0.52
Volume/Cap:	0.86	0.28	0.27	0.40	0.73	0.86	0.86	0.64	0.64	0.64	0.86	0.12
Uniform Del:	65.7	49.7	35.3	44.6	38.5	41.0	52.8	37.9	37.9	56.5	47.8	17.2
IncremntDel:	49.3	0.2	0.3	0.6	2.0	6.1	17.2	1.0	1.0	5.4	7.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	115.0	50.0	35.6	45.3	40.5	47.1	70.0	39.0	39.0	61.9	54.8	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.0	50.0	35.6	45.3	40.5	47.1	70.0	39.0	39.0	61.9	54.8	17.2
LOS by Move:	F	D	D	D	D	D	E	D	D	E	D	B
HCM2k95thQ:	11	7	10	12	32	40	29	27	27	15	35	5

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

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

Intersection #1: King / Mabury

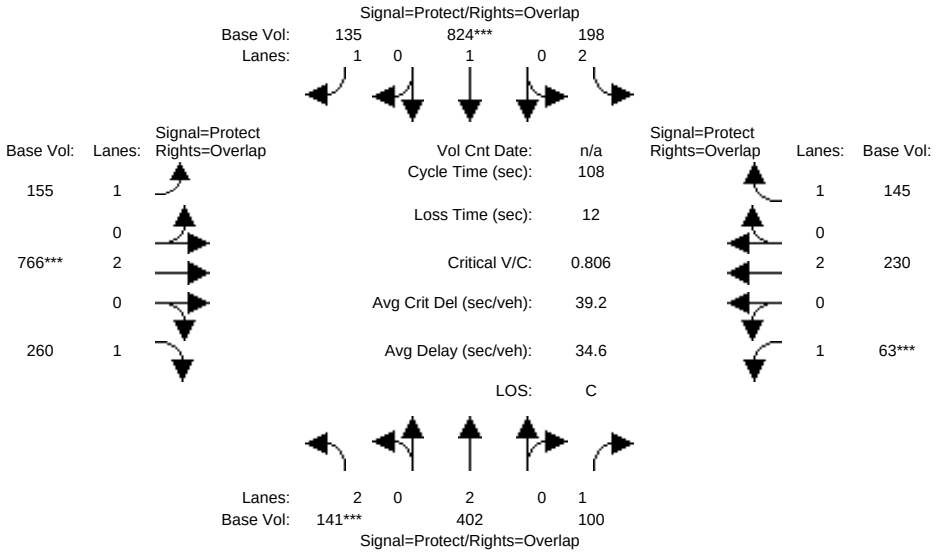


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	430	556	118	121	338	312	97	229	136	178	985	142
Growth 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:	430	556	118	121	338	312	97	229	136	178	985	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:	430	556	118	121	338	312	97	229	136	178	985	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	556	118	121	338	312	97	229	136	178	985	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:	430	556	118	121	338	312	97	229	136	178	985	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.07	0.04	0.18	0.18	0.06	0.06	0.08	0.10	0.26	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.31	0.54	0.14	0.25	0.33	0.08	0.21	0.40	0.23	0.37	0.50
Volume/Cap:	0.71	0.48	0.12	0.28	0.71	0.54	0.71	0.28	0.19	0.44	0.71	0.16
Uniform Del:	40.7	30.3	12.2	41.9	36.8	29.5	48.6	35.7	20.7	35.4	29.3	14.5
IncremntDel:	3.8	0.3	0.1	0.4	4.8	1.0	15.6	0.2	0.1	0.8	1.7	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.6	30.6	12.3	42.2	41.7	30.6	64.2	35.9	20.9	36.1	31.0	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	30.6	12.3	42.2	41.7	30.6	64.2	35.9	20.9	36.1	31.0	14.6
LOS by Move:	D	C	B	D	D	C	E	D	C	D	C	B
HCM2k95thQ:	15	14	4	5	21	17	10	7	6	11	26	5

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

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

Intersection #1: King / Mabury

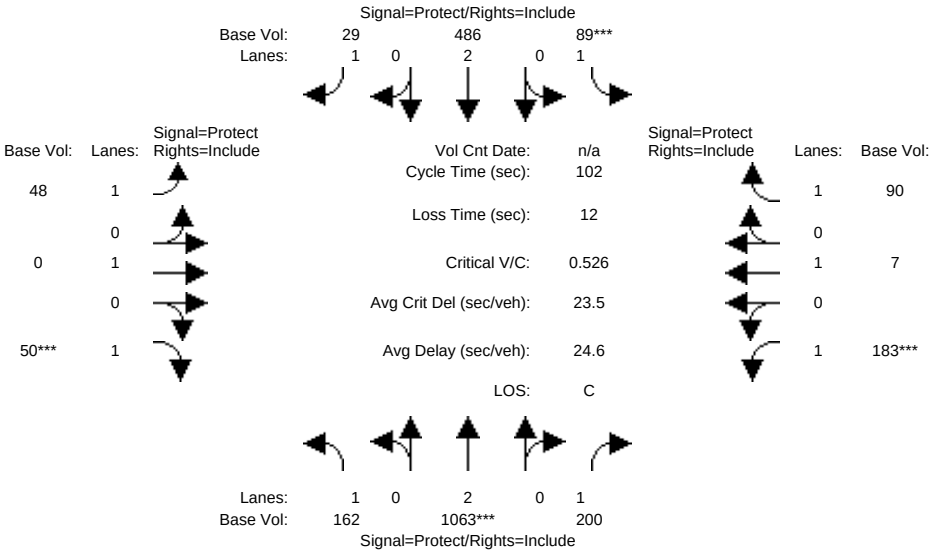


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	141	402	100	198	824	135	155	766	260	63	230	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	402	100	198	824	135	155	766	260	63	230	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	402	100	198	824	135	155	766	260	63	230	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	402	100	198	824	135	155	766	260	63	230	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	402	100	198	824	135	155	766	260	63	230	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.06	0.06	0.43	0.08	0.09	0.20	0.15	0.04	0.06	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.36	0.43	0.22	0.52	0.67	0.15	0.24	0.31	0.06	0.16	0.38
Volume/Cap:	0.69	0.29	0.13	0.28	0.84	0.12	0.59	0.84	0.49	0.56	0.39	0.22
Uniform Del:	49.4	24.6	18.8	34.9	22.1	6.5	42.9	39.0	30.6	49.0	40.9	22.8
IncremntDel:	9.7	0.1	0.1	0.2	6.4	0.0	3.6	6.8	0.7	5.9	0.4	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.1	24.7	18.9	35.1	28.5	6.5	46.5	45.8	31.3	54.9	41.3	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	24.7	18.9	35.1	28.5	6.5	46.5	45.8	31.3	54.9	41.3	23.0
LOS by Move:	E	C	B	D	C	A	D	D	C	D	D	C
HCM2k95thQ:	6	9	4	7	42	4	12	26	15	6	7	7

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

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

Intersection #2: King / Las Plumas

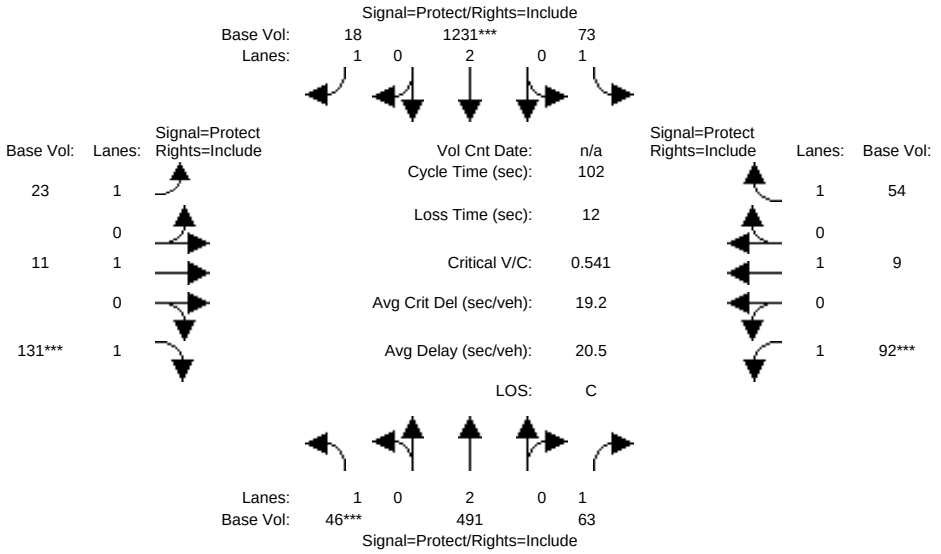


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	162	1063	200	89	486	29	48	0	50	183	7	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	1063	200	89	486	29	48	0	50	183	7	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	1063	200	89	486	29	48	0	50	183	7	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1063	200	89	486	29	48	0	50	183	7	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	1063	200	89	486	29	48	0	50	183	7	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.11	0.05	0.13	0.02	0.03	0.00	0.03	0.10	0.00	0.05
Crit Moves:		****		****					****	****		
Green/Cycle:	0.25	0.50	0.50	0.09	0.35	0.35	0.12	0.00	0.12	0.19	0.17	0.17
Volume/Cap:	0.37	0.55	0.23	0.55	0.37	0.05	0.23	0.00	0.24	0.55	0.02	0.31
Uniform Del:	31.6	17.4	14.2	44.3	25.0	22.2	40.8	0.0	40.8	37.5	35.4	37.2
IncremntDel:	0.5	0.4	0.1	4.2	0.2	0.0	0.6	0.0	0.6	2.1	0.0	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	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.1	17.8	14.3	48.5	25.2	22.2	41.4	0.0	41.5	39.6	35.4	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	17.8	14.3	48.5	25.2	22.2	41.4	0.0	41.5	39.6	35.4	37.8
LOS by Move:	C	B	B	D	C	C	D	A	D	D	D	D
HCM2k95thQ:	9	20	7	6	10	1	3	0	4	12	0	6

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

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

Intersection #2: King / Las Plumas

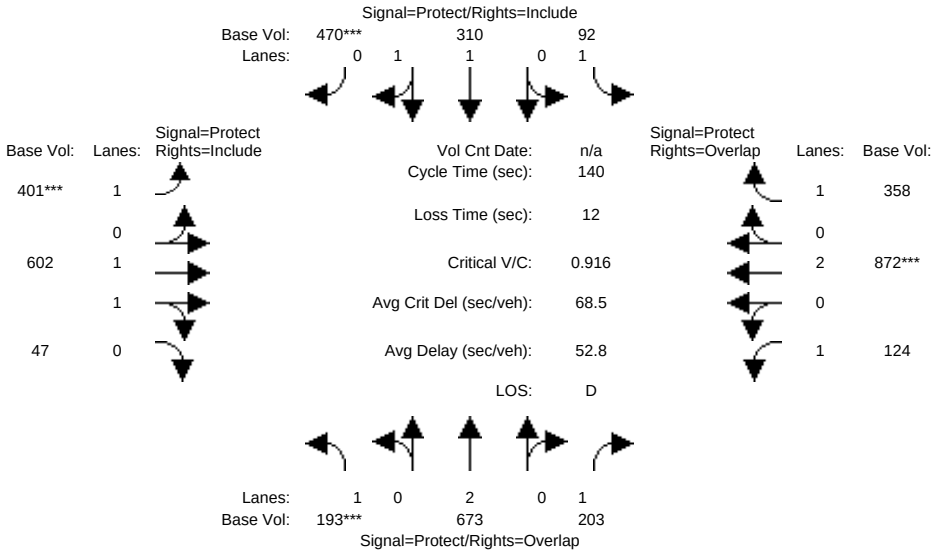


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	491	63	73	1231	18	23	11	131	92	9	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	491	63	73	1231	18	23	11	131	92	9	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	491	63	73	1231	18	23	11	131	92	9	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	491	63	73	1231	18	23	11	131	92	9	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	491	63	73	1231	18	23	11	131	92	9	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.04	0.04	0.32	0.01	0.01	0.01	0.07	0.05	0.00	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.43	0.43	0.23	0.58	0.58	0.09	0.13	0.13	0.09	0.14	0.14
Volume/Cap:	0.38	0.30	0.08	0.18	0.55	0.02	0.14	0.04	0.55	0.55	0.04	0.23
Uniform Del:	45.4	19.3	17.4	31.9	13.1	8.9	42.4	38.4	41.3	44.1	38.3	39.4
IncremntDel:	2.0	0.1	0.0	0.2	0.3	0.0	0.4	0.1	2.9	4.1	0.1	0.5
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:	47.5	19.4	17.5	32.1	13.4	8.9	42.8	38.5	44.1	48.2	38.4	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	19.4	17.5	32.1	13.4	8.9	42.8	38.5	44.1	48.2	38.4	39.9
LOS by Move:	D	B	B	C	B	A	D	D	D	D	D	D
HCM2k95thQ:	3	9	2	4	20	0	2	1	10	8	1	4

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

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

Intersection #3: King / McKee

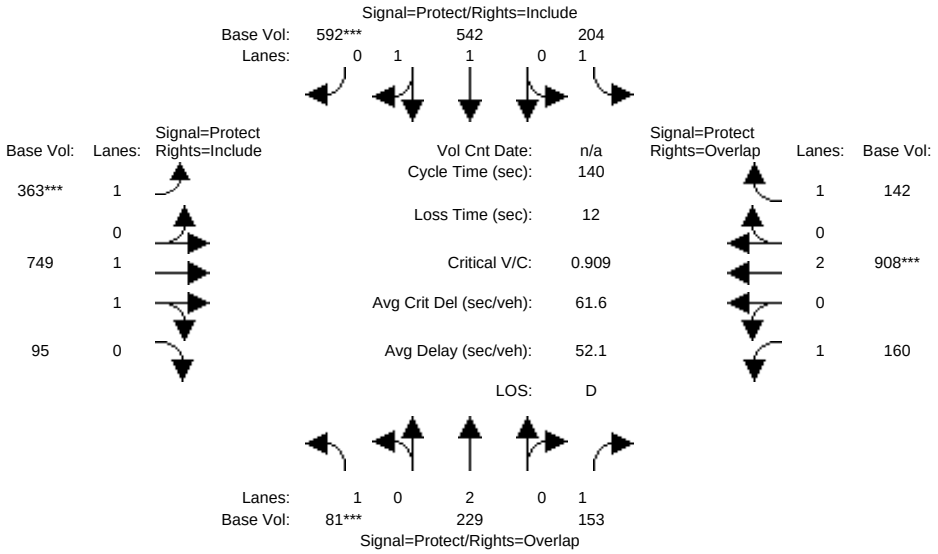


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	673	203	92	310	470	401	602	47	124	872	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	673	203	92	310	470	401	602	47	124	872	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	673	203	92	310	470	401	602	47	124	872	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	673	203	92	310	470	401	602	47	124	872	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	673	203	92	310	470	401	602	47	124	872	358
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3503	273	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.12	0.05	0.16	0.27	0.23	0.17	0.17	0.07	0.23	0.20
Crit Moves:	****					****	****				****	
Green/Cycle:	0.12	0.32	0.47	0.09	0.29	0.29	0.25	0.35	0.35	0.15	0.25	0.35
Volume/Cap:	0.92	0.56	0.25	0.56	0.56	0.92	0.92	0.48	0.48	0.48	0.92	0.59
Uniform Del:	60.9	39.5	22.7	60.6	41.8	47.8	51.1	35.2	35.2	54.9	51.0	37.7
IncremntDel:	39.5	0.6	0.2	4.1	0.5	14.4	23.8	0.3	0.3	1.4	13.2	1.6
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	100.3	40.0	22.8	64.7	42.3	62.2	74.9	35.5	35.5	56.4	64.3	39.3
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:	100.3	40.0	22.8	64.7	42.3	62.2	74.9	35.5	35.5	56.4	64.3	39.3
LOS by Move:	F	D	C	E	D	E	E	D	D	E	E	D
HCM2k95thQ:	22	22	11	8	20	38	37	20	20	11	37	25

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

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

Intersection #3: King / McKee

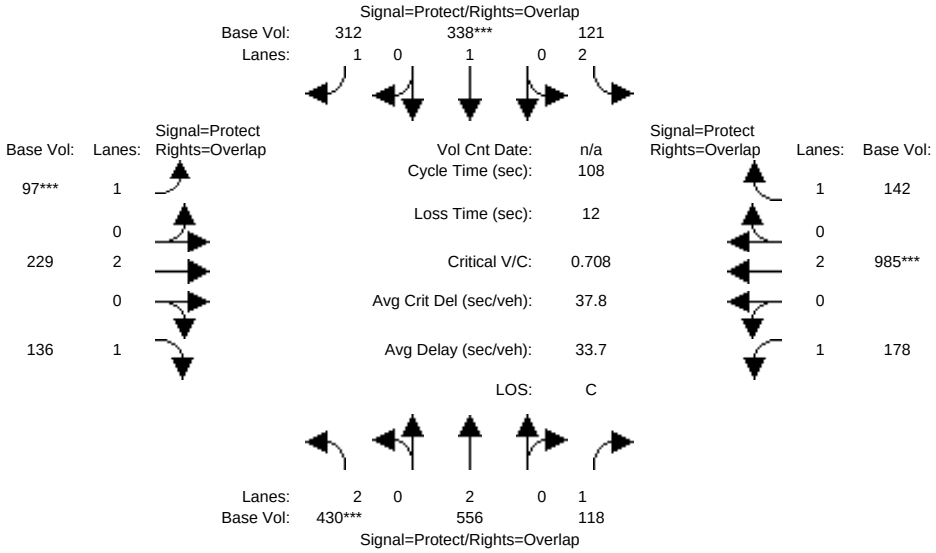


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	81	229	153	204	542	592	363	749	95	160	908	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	229	153	204	542	592	363	749	95	160	908	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:	81	229	153	204	542	592	363	749	95	160	908	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	229	153	204	542	592	363	749	95	160	908	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:	81	229	153	204	542	592	363	749	95	160	908	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	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.76	0.24	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3340	424	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.09	0.12	0.29	0.34	0.21	0.22	0.22	0.09	0.24	0.08
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.16	0.30	0.26	0.37	0.37	0.23	0.35	0.35	0.14	0.26	0.53
Volume/Cap:	0.91	0.37	0.29	0.44	0.77	0.91	0.91	0.64	0.64	0.64	0.91	0.15
Uniform Del:	66.1	52.5	37.3	43.1	38.6	41.7	52.6	38.3	38.3	56.7	50.0	17.2
IncremntDel:	66.0	0.4	0.3	0.7	2.5	9.9	24.2	1.1	1.1	5.6	11.9	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	132.1	52.9	37.6	43.8	41.1	51.6	76.8	39.4	39.4	62.3	61.9	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	132.1	52.9	37.6	43.8	41.1	51.6	76.8	39.4	39.4	62.3	61.9	17.2
LOS by Move:	F	D	D	D	D	D	E	D	D	E	E	B
HCM2k95thQ:	12	9	10	14	34	45	34	27	27	15	37	7

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

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

Intersection #1: King / Mabury

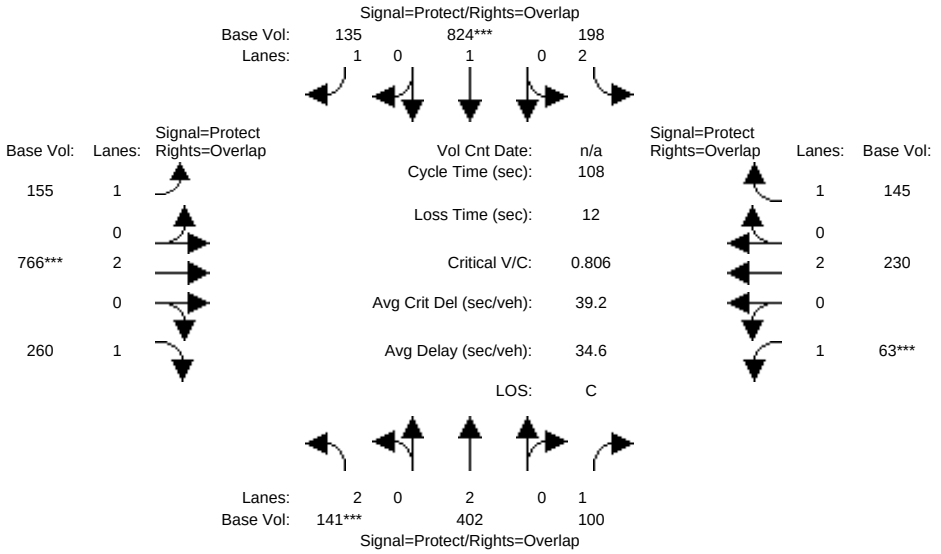


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	430	556	118	121	338	312	97	229	136	178	985	142
Growth 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:	430	556	118	121	338	312	97	229	136	178	985	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:	430	556	118	121	338	312	97	229	136	178	985	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	556	118	121	338	312	97	229	136	178	985	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:	430	556	118	121	338	312	97	229	136	178	985	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.07	0.04	0.18	0.18	0.06	0.06	0.08	0.10	0.26	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.31	0.54	0.14	0.25	0.33	0.08	0.21	0.40	0.23	0.37	0.50
Volume/Cap:	0.71	0.48	0.12	0.28	0.71	0.54	0.71	0.28	0.19	0.44	0.71	0.16
Uniform Del:	40.7	30.3	12.2	41.9	36.8	29.5	48.6	35.7	20.7	35.4	29.3	14.5
IncremntDel:	3.8	0.3	0.1	0.4	4.8	1.0	15.6	0.2	0.1	0.8	1.7	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.6	30.6	12.3	42.2	41.7	30.6	64.2	35.9	20.9	36.1	31.0	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	30.6	12.3	42.2	41.7	30.6	64.2	35.9	20.9	36.1	31.0	14.6
LOS by Move:	D	C	B	D	D	C	E	D	C	D	C	B
HCM2k95thQ:	15	14	4	5	21	17	10	7	6	11	26	5

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

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

Intersection #1: King / Mabury

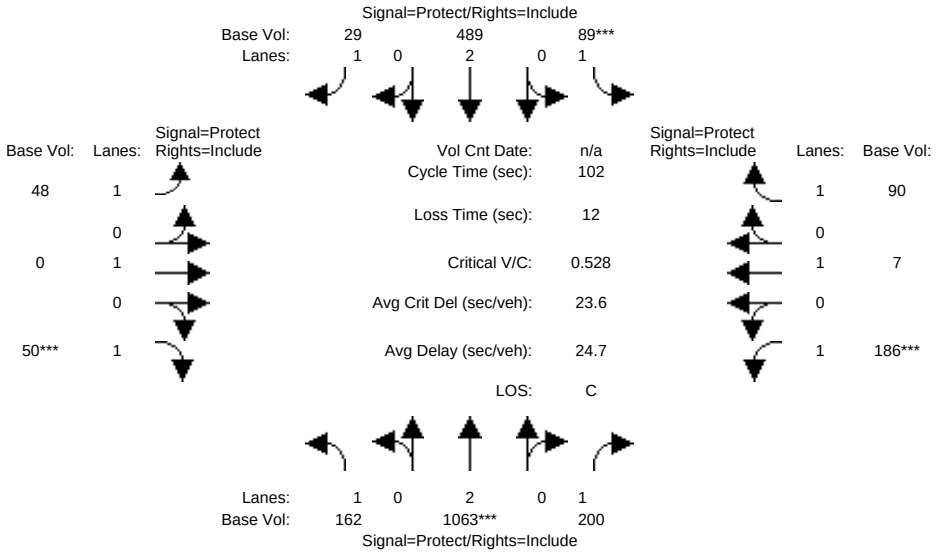


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	141	402	100	198	824	135	155	766	260	63	230	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	402	100	198	824	135	155	766	260	63	230	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	402	100	198	824	135	155	766	260	63	230	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	402	100	198	824	135	155	766	260	63	230	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	402	100	198	824	135	155	766	260	63	230	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.06	0.06	0.43	0.08	0.09	0.20	0.15	0.04	0.06	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.36	0.43	0.22	0.52	0.67	0.15	0.24	0.31	0.06	0.16	0.38
Volume/Cap:	0.69	0.29	0.13	0.28	0.84	0.12	0.59	0.84	0.49	0.56	0.39	0.22
Uniform Del:	49.4	24.6	18.8	34.9	22.1	6.5	42.9	39.0	30.6	49.0	40.9	22.8
IncremntDel:	9.7	0.1	0.1	0.2	6.4	0.0	3.6	6.8	0.7	5.9	0.4	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.1	24.7	18.9	35.1	28.5	6.5	46.5	45.8	31.3	54.9	41.3	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	24.7	18.9	35.1	28.5	6.5	46.5	45.8	31.3	54.9	41.3	23.0
LOS by Move:	E	C	B	D	C	A	D	D	C	D	D	C
HCM2k95thQ:	6	9	4	7	42	4	12	26	15	6	7	7

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

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

Intersection #2: King / Las Plumas

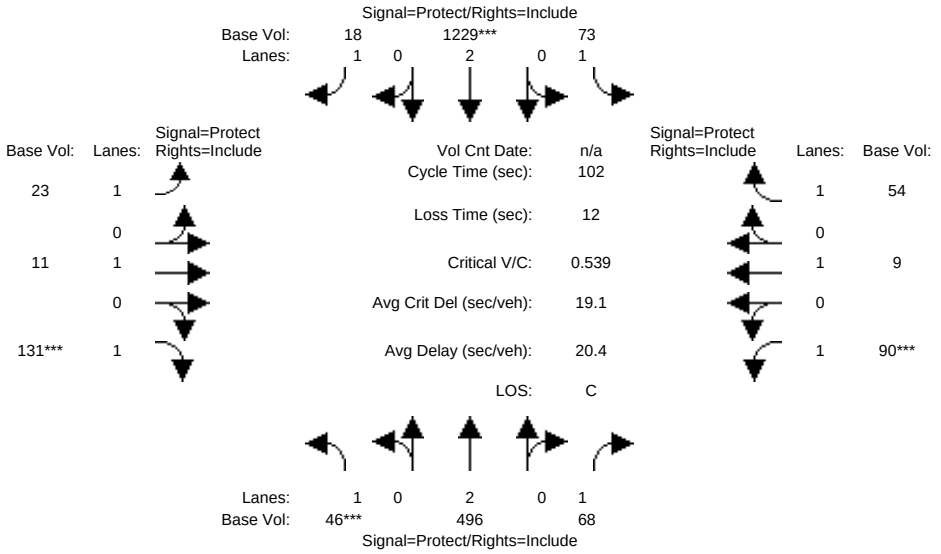


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	162	1063	200	89	489	29	48	0	50	186	7	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	1063	200	89	489	29	48	0	50	186	7	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	1063	200	89	489	29	48	0	50	186	7	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1063	200	89	489	29	48	0	50	186	7	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	1063	200	89	489	29	48	0	50	186	7	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.11	0.05	0.13	0.02	0.03	0.00	0.03	0.11	0.00	0.05
Crit Moves:		****		****					****	****		
Green/Cycle:	0.25	0.50	0.50	0.09	0.35	0.35	0.12	0.00	0.12	0.19	0.17	0.17
Volume/Cap:	0.37	0.56	0.23	0.56	0.37	0.05	0.23	0.00	0.24	0.56	0.02	0.30
Uniform Del:	31.8	17.5	14.3	44.4	25.1	22.2	40.7	0.0	40.8	37.4	35.3	37.0
IncremntDel:	0.5	0.4	0.1	4.3	0.2	0.0	0.6	0.0	0.6	2.1	0.0	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	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.3	17.9	14.4	48.7	25.3	22.3	41.3	0.0	41.4	39.5	35.3	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	17.9	14.4	48.7	25.3	22.3	41.3	0.0	41.4	39.5	35.3	37.6
LOS by Move:	C	B	B	D	C	C	D	A	D	D	D	D
HCM2k95thQ:	9	20	7	6	11	1	3	0	3	12	0	6

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

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

Intersection #2: King / Las Plumas

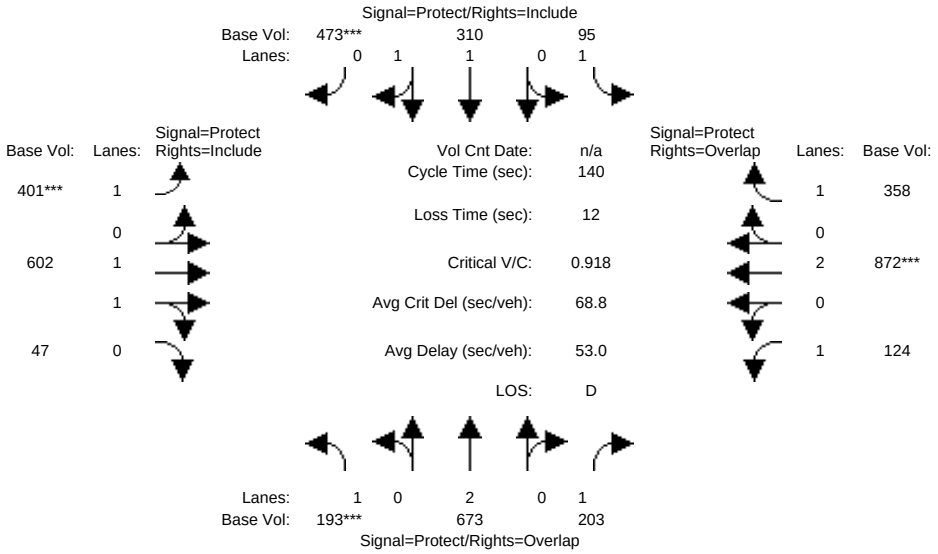


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	496	68	73	1229	18	23	11	131	90	9	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	496	68	73	1229	18	23	11	131	90	9	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	496	68	73	1229	18	23	11	131	90	9	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	496	68	73	1229	18	23	11	131	90	9	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	496	68	73	1229	18	23	11	131	90	9	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.04	0.04	0.32	0.01	0.01	0.01	0.07	0.05	0.00	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.43	0.43	0.23	0.59	0.59	0.09	0.14	0.14	0.09	0.13	0.13
Volume/Cap:	0.38	0.30	0.09	0.19	0.55	0.02	0.14	0.04	0.55	0.55	0.04	0.23
Uniform Del:	45.4	19.2	17.3	31.9	13.0	8.9	42.4	38.3	41.2	44.2	38.4	39.4
IncremntDel:	2.0	0.1	0.1	0.2	0.3	0.0	0.4	0.1	2.8	4.1	0.1	0.5
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:	47.5	19.3	17.4	32.2	13.3	8.9	42.8	38.4	44.0	48.3	38.4	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	19.3	17.4	32.2	13.3	8.9	42.8	38.4	44.0	48.3	38.4	39.9
LOS by Move:	D	B	B	C	B	A	D	D	D	D	D	D
HCM2k95thQ:	3	10	3	4	20	0	2	1	10	7	1	4

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

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

Intersection #3: King / McKee

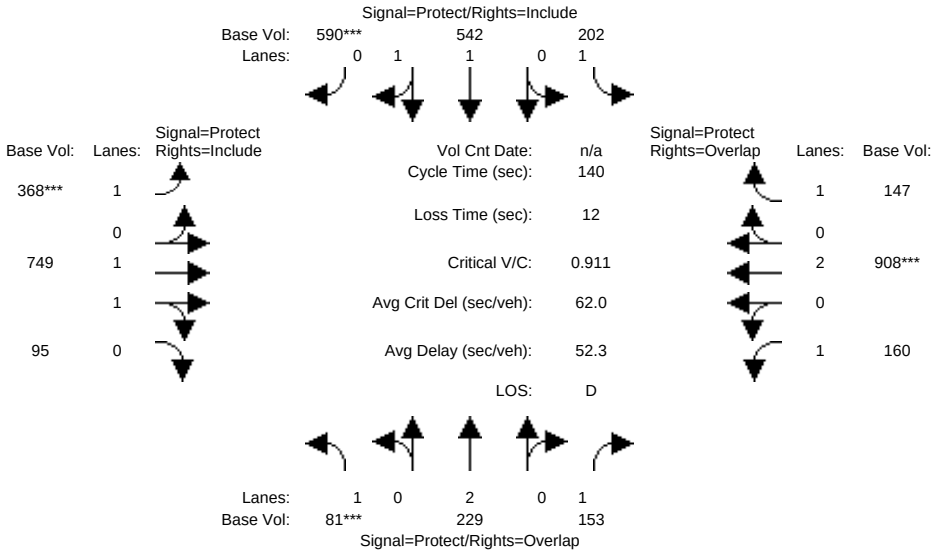


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	673	203	95	310	473	401	602	47	124	872	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	673	203	95	310	473	401	602	47	124	872	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	673	203	95	310	473	401	602	47	124	872	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	673	203	95	310	473	401	602	47	124	872	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	673	203	95	310	473	401	602	47	124	872	358
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3503	273	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.12	0.05	0.16	0.27	0.23	0.17	0.17	0.07	0.23	0.20
Crit Moves:	****					****	****				****	
Green/Cycle:	0.12	0.32	0.46	0.10	0.29	0.29	0.25	0.35	0.35	0.15	0.25	0.35
Volume/Cap:	0.92	0.56	0.25	0.56	0.55	0.92	0.92	0.49	0.49	0.49	0.92	0.59
Uniform Del:	60.9	39.6	22.8	60.3	41.6	47.7	51.1	35.3	35.3	55.0	51.1	37.5
IncremntDel:	39.9	0.6	0.2	4.1	0.5	14.7	24.2	0.3	0.3	1.5	13.5	1.5
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:	100.8	40.2	23.0	64.4	42.1	62.4	75.3	35.6	35.6	56.4	64.6	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.8	40.2	23.0	64.4	42.1	62.4	75.3	35.6	35.6	56.4	64.6	39.0
LOS by Move:	F	D	C	E	D	E	E	D	D	E	E	D
HCM2k95thQ:	22	22	11	8	20	39	37	20	20	11	37	25

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

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

Intersection #3: King / McKee



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	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:	81	229	153	202	542	590	368	749	95	160	908	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	229	153	202	542	590	368	749	95	160	908	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	229	153	202	542	590	368	749	95	160	908	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	229	153	202	542	590	368	749	95	160	908	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	229	153	202	542	590	368	749	95	160	908	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.76	0.24	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3340	424	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.09	0.12	0.29	0.34	0.21	0.22	0.22	0.09	0.24	0.08
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.16	0.30	0.26	0.37	0.37	0.23	0.35	0.35	0.14	0.26	0.52
Volume/Cap:	0.91	0.37	0.29	0.44	0.77	0.91	0.91	0.64	0.64	0.64	0.91	0.16
Uniform Del:	66.1	52.4	37.2	43.3	38.8	41.9	52.4	38.1	38.1	56.6	50.0	17.4
IncremntDel:	66.6	0.4	0.3	0.7	2.6	10.1	24.3	1.1	1.1	5.5	12.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	132.7	52.8	37.5	44.0	41.4	52.0	76.7	39.1	39.1	62.1	62.2	17.5
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:	132.7	52.8	37.5	44.0	41.4	52.0	76.7	39.1	39.1	62.1	62.2	17.5
LOS by Move:	F	D	D	D	D	D	E	D	D	E	E	B
HCM2k95thQ:	12	9	10	14	35	45	34	27	27	15	37	7

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

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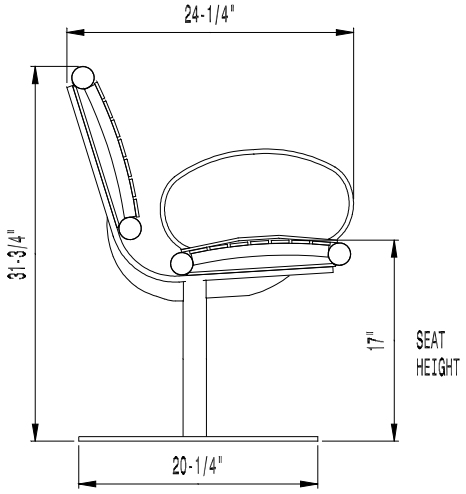
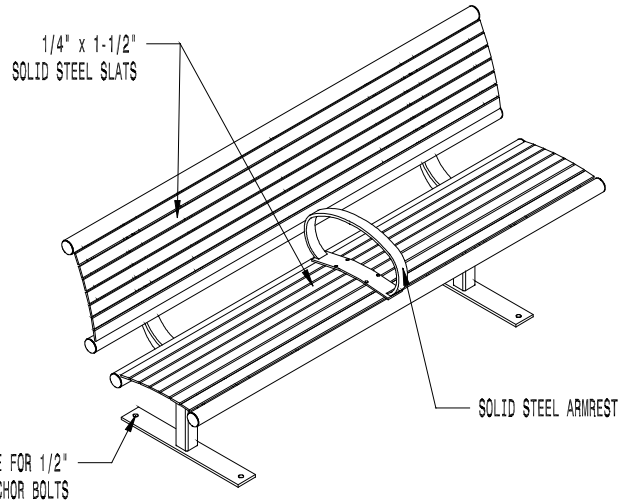
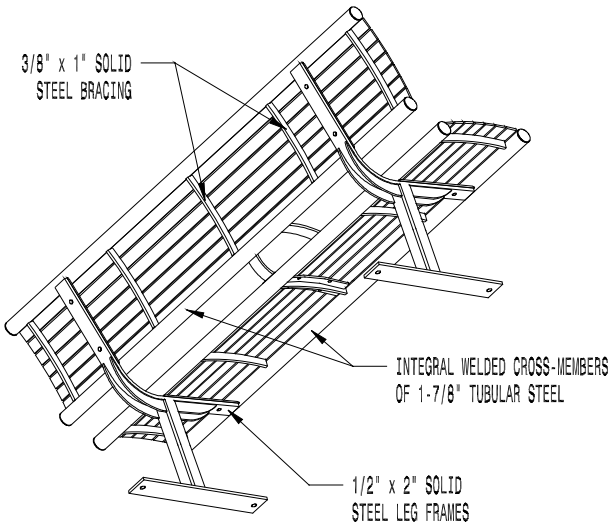
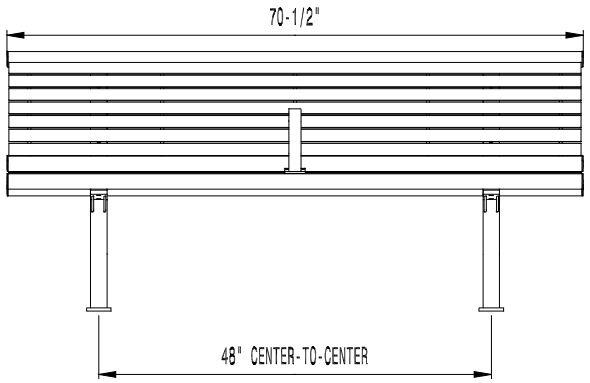
THIS PRODUCT IS COVERED BY THE FOLLOWING US PATENT: D585,209 S CANADIAN ID130716









AVAILABLE OPTIONS:
- POWDER COATING
  - 10 STANDARD COLORS, 2 OPTIONAL METALLIC COLORS, CUSTOM COLORS (INCLUDING THE RAL RANGE)
- INTERMEDIATE & CENTER ARMRESTS
  - 4', 6', & 8' AVAILABLE WITH OPTIONAL ARMRESTS

LENGTHS
- STANDARD 4'
- STANDARD 6' LENGTH SHOWN
- STANDARD 8'

MOUNTING
- STANDARD SURFACE (AS SHOWN) AND IN-GROUND

NOTES:
1. DRAWINGS NOT TO SCALE. DO NOT SCALE DRAWINGS.
2. ALL FABRICATED METAL COMPONENTS ARE STEEL SHOTBLASTED, ETCHED, PHOSPHATIZED, PREHEATED, AND ELECTROSTATICALLY POWDER-COATED WITH T.G.I.C. POLYESTER POWDER COATINGS. PRODUCTS ARE FULLY CLEANED AND PRETREATED, PREHEATED AND COATED WHILE HOT TO FILL CREVICES AND BUILD COATING FILM. COATED PARTS ARE THEN FULLY CURED TO COATING MANUFACTURER'S SPECIFICATIONS. THE THICKNESS OF THE RESULTING FINISH AVERAGES 8-10 MILS (200-250 MICRONS).
3. IT IS NOT RECOMMENDED TO LOCATE ANCHOR BOLTS UNTIL BENCH IS IN PLACE. THIS VICTOR STANLEY, INC. PRODUCT MUST BE PERMANENTLY AFFIXED TO THE GROUND. CONSULT YOUR LOCAL CODES FOR REGULATIONS.
4. ANCHOR BOLTS NOT PROVIDED BY VICTOR STANLEY, INC.
5. FOR HIGH SALT ABUSIVE CLIMATES, HOT DIP GALVANIZING BEFORE POWDER COATING IS AVAILABLE. SEE WRITTEN SPECIFICATIONS FOR DETAILS.
6. ALL SPECIFICATIONS ARE SUBJECT TO CHANGE. CONTACT MANUFACTURER FOR DETAILS.
7. THIS PRODUCT IS SHIPPED PARTIALLY UNASSEMBLED.

FBF-50

STREETSITES SERIES™

ALL STEEL BENCH
SHOWN: STANDARD 6-FOOT LENGTH
STANDARD SURFACE MOUNT
OPTIONAL CENTER (1) ARMREST

REV. 10/10/12 DRAWN C.D.B. 2012-182