HEXAGON TRANSPORTATION CONSULTANTS, INC.

Embedded Way Industrial Development

Transportation Analysis

Prepared for:

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Executive Summary

This report presents the results of a Transportation Analysis (TA) for the proposed industrial development located at the western terminus of Embedded Way (APN 679-01-020). The project site is located on the north side of Embedded Way between Coyote Creek and Hellyer Avenue.

The proposed project consists of a 121,850-square-foot (s.f.) industrial building on an approximately ten-acre vacant site. Since a tenant and use of the proposed building have yet to be identified, the applicant for the project has requested that the transportation analysis allow for the flexibility to utilize the building with either warehouse, industrial, or research & development (R&D) uses. Therefore, the study includes the evaluation of the proposed 121,850 s.f. of building space as both R&D and industrial space.

Direct access to the project site would be provided via an existing full-access driveway located at the western terminus of Embedded Way. However, the project's surface lots, and drive aisles, would connect to the adjoining property along its eastern frontage (5325 Hellyer Avenue). Therefore, there would also be additional access points at existing driveways along Hellyer Avenue (right-in/right-out only) and Embedded Way (full-access).

Transportation Analysis Scope

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose *Transportation Analysis Handbook 2020*, and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2020*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

CEQA Transportation Analysis Scope

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

Local Transportation Analysis Scope

The LTA supplements the CEQA VMT analysis and provides analysis for use by the City of San Jose in identifying potential improvements to the transportation system with a focus on improving multi-modal travel. The LTA is required per the City of San Jose Transportation Policy, however, the operational deficiencies identified as part of the LTA are not considered impacts per CEQA guidelines.

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose Transportation Analysis Handbook identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

Per the City of San Jose VMT screening criteria, industrial uses of 30,000 s.f. or less and office uses of 10,000 s.f. or less are considered small infill projects and do not require a CEQA VMT evaluation since the VMT generated by such a small project would likely not result in a significant impact on VMT. However, the proposed 121,850 s.f. of building space would exceed the City's small industrial and office infill size thresholds. Therefore, the proposed project would not meet the screening criterion for VMT analysis exemption.

Project Impacts and Mitigation Measures

Project Impact: The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the use of the proposed building for warehouse/industrial uses is projected to generate 15.12 VMT per employee and R&D uses is projected to generate 14.95 VMT per employee, both of which would exceed the established impact thresholds of 14.37 VMT per employee for industrial employment uses and 12.21 VMT per employee for office employment uses. Therefore, the project would result in an impact on the transportation system based on the City's VMT impact criteria.

Mitigation Measures: Based on preliminary direction from City staff, the project will be required to implement the following multi-modal facility improvements to reduce the project's VMT impact to less than significant levels for the use of the proposed building as either warehouse/industrial or office uses:

- Provide Pedestrian Network Improvements for Active Transportation (Tier 2 – Pedestrian Access Improvements): Implement pedestrian improvements both on-site and in the surrounding area. Improving pedestrian connections encourages people to walk instead of driving and reduces VMT. The project will be required to remove the pork-chop islands on the southwest and northwest corners at the Embedded Way and Hellyer Avenue intersection to improve pedestrian safety and access. This improvement will require a signal modification at this intersection that will include the relocation of signal poles, heads, and crosswalks. **and**
- Provide Traffic Calming Measures (Tier 2 – Traffic Calming Measures): Implement pedestrian/bicycle safety and traffic calming measures both on-site and in the surrounding neighborhood. Providing traffic calming measures promotes walking and biking as an alternative to driving. The project will be required to install raised median islands along Embedded Way consisting of a 120-foot segment at its western terminus and a 190-foot segment near the Embedded Way and Hellyer Avenue intersection.

The implementation of the Tier 2 mitigation measures described above would reduce the VMT generated by the warehouse/industrial uses to 14.52 per employee and 14.36 per office employee which would both still be greater than the established impact thresholds. The project's VMT could be reduced further with the implementation of Travel Demand Management (TDM) measures that may include the following:

- Commute Trip Reduction Marketing/Education: Implement marketing/educational campaigns that promote the use of transit, shared rides, and travel through active modes for 25% of the project

employees. Strategies may include the incorporation of alternative commute options into new employee orientations, event promotions, and publications.

- Subsidize Vanpool: Provide subsidies for individuals forming new vanpools for their commute. This encourages the use of vanpools, reducing drive-alone trips, and thereby reducing VMT. The project would be required to subsidize 100% of the cost of the vanpool cost with at least 25% employee participation.

The implementation of Tier 2 mitigation measures and TDM plan would reduce the projected VMT to 12.34 VMT per employee for warehouse uses and 12.20 VMT per employee for office uses, which would reduce the project impact to less than significant for both uses of the proposed building. Figures 15 and 16 show the VMT evaluation summary with mitigation generated by the City's VMT Evaluation Tool for the use of the proposed building for warehouse/industrial and R&D space, respectively.

The TDM measures must be incorporated within a TDM plan for the project and submitted to the City for approval. The applicant will need to work with the City to ensure the TDM measures are implemented by the building tenants or identify other TDM measures deemed appropriate for the building uses. Therefore, the ultimate TDM measures may differ from those identified above so long as the measures meet the required VMT reduction of 5.4 percent for warehouse uses and 19.6 percent for R&D uses and are approved by City staff.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan's goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

According to the Envision San Jose 2040 General Plan, the project site is designated for *industrial park* uses. The industrial park designation is an industrial designation intended for a wide variety of industrial users such as research and development, manufacturing, assembly, testing, and offices. Since the *industrial park* designation allows employment uses, the proposed industrial project is consistent with the Envision San Jose 2040 General Plan and would not require a General Plan Amendment (GPA). The project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

The intersection operations analysis completed as part of the LTA is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

Project Trip Generation

After applying the ITE trip rates and appropriate trip reductions to the proposed project, it is estimated that the proposed project would generate 1,262 daily trips, with 118 trips (96 inbound and 22 outbound) occurring during the AM peak hour and 111 trips (18 inbound and 93 outbound) occurring during the PM peak hour.

Recommended Site Access and On-Site Circulation Improvements

The following improvements are recommended to improve access to the project site and on-site circulation:

- All project-generated truck traffic should be directed to utilize only the driveway located at the western terminus of Embedded Way. The use of the western Embedded Way driveway will route all truck traffic through the signal-controlled intersection with Hellyer Avenue whether originating or bound for destinations north or south of the project site. In addition, the project will be required to meet City of San Jose driveway cut and curb radii design standards for the driveway along Embedded Way. The curb-radii at the existing Embedded Way driveway should be increased to minimize the need for trucks to utilize opposing travel lanes.

Parking Supply

Vehicular Parking

According to the City of San Jose Zoning Code (Section 20.90.060), both R&D and light industrial uses are required to provide one off-street vehicle parking space per 350 s.f. of floor area. According to the City's Zoning Code, "floor area" is defined as 85 percent of the "total gross floor area" of the building which equates to 103,573 s.f. Based on the City's parking requirements, the project is required to provide 296 off-street vehicle parking spaces for R&D and light industrial/manufacturing uses. The site plan indicates that a total of 299 vehicular parking spaces are proposed on-site. The on-site parking will consist of 179 new parking spaces as well as 120 existing spaces that will be dedicated for project use per a development agreement with adjacent parcels. The site plan presented in Figure 2 indicates the existing parking spaces to be dedicated for project use. Therefore, the proposed parking would exceed the required 296 parking spaces based on the City's requirements.

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-190), both R&D and industrial uses are required to provide one bicycle parking space per 5,000 s.f. of floor area. Based on the City's bicycle parking requirements and the total gross floor areas as calculated above in the vehicle parking section, the project is required to provide 21 bicycle parking spaces for R&D and industrial/manufacturing uses. Of the required bicycle parking, City standards require that 80 percent be short-term bicycle spaces and 20 percent be secured long-term bicycle spaces. This equates to 17 short-term bicycle parking spaces and 4 long-term bicycle parking spaces. The proposed 25 bicycle parking spaces on-site, located at the front of the project building facing Embedded Way, would be more than the 21 required number of parking spaces based on the City's requirements.

Pedestrian, Bicycle, and Transit Facilities

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

Pedestrian Facilities

Pedestrian facilities consist of sidewalks and crosswalks in the project vicinity, as well as the Coyote Creek multi-use trail. Sidewalks are found along both sides of Hellyer Avenue, Embedded Way, and Fontanoso Way. Other pedestrian facilities in the project area include crosswalks and pedestrian push buttons at all signalized intersections in the project vicinity.

The existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Bicycle Facilities

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

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

The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class II bike lanes are planned for:

- Coyote Road, between Silver Creek Valley Road and Continental Drive

Class IV protected bike lanes are planned for:

- Hellyer Avenue, between Senter Road and Silicon Valley Road
- Silver Creek Valley Road, along its entire length

Transit Services

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

1. Introduction

This report presents the results of a Transportation Analysis (TA) for the proposed industrial development located at the western terminus of Embedded Way (APN 679-01-020). The project site is located on the north side of Embedded Way between Coyote Creek and Hellyer Avenue.

The proposed project consists of a 121,850-square-foot (s.f.) industrial building on an approximately ten-acre vacant site. Since a tenant and use of the proposed building have yet to be identified, the applicant for the project has requested that the transportation analysis allow for the flexibility to utilize the building with either warehouse, industrial, or research & development (R&D) uses. Therefore, the study includes the evaluation of the proposed 121,850 s.f. of building space as both R&D and industrial space.

Direct access to the project site would be provided via an existing full-access driveway located at the western terminus of Embedded Way. However, the project's surface lots, and drive aisles, would connect to the adjoining property along its eastern frontage (5325 Hellyer Avenue). Therefore, there would also be additional access points at existing driveways along Hellyer Avenue (right-in/right-out only) and Embedded Way (full-access). The project site location is shown on Figure 1, and the site plan is shown on Figure 2.

Scope of Work

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose *Transportation Analysis Handbook 2020*, and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2020*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

Transportation Policies

Council Policy 5-1

Historically, transportation analysis has utilized delay and congestion on the roadway system as the primary metric for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013

Figure 1
Site Location

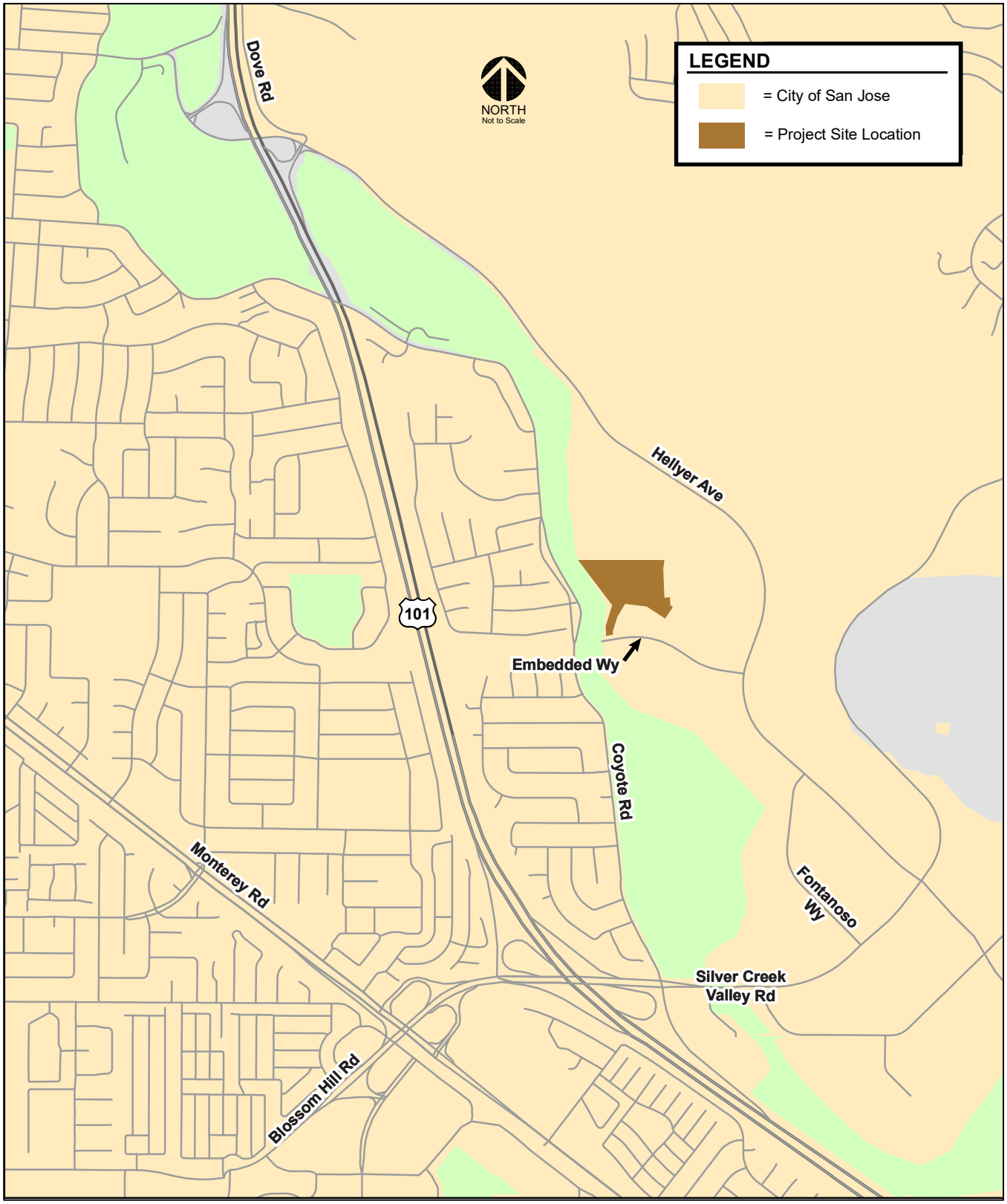
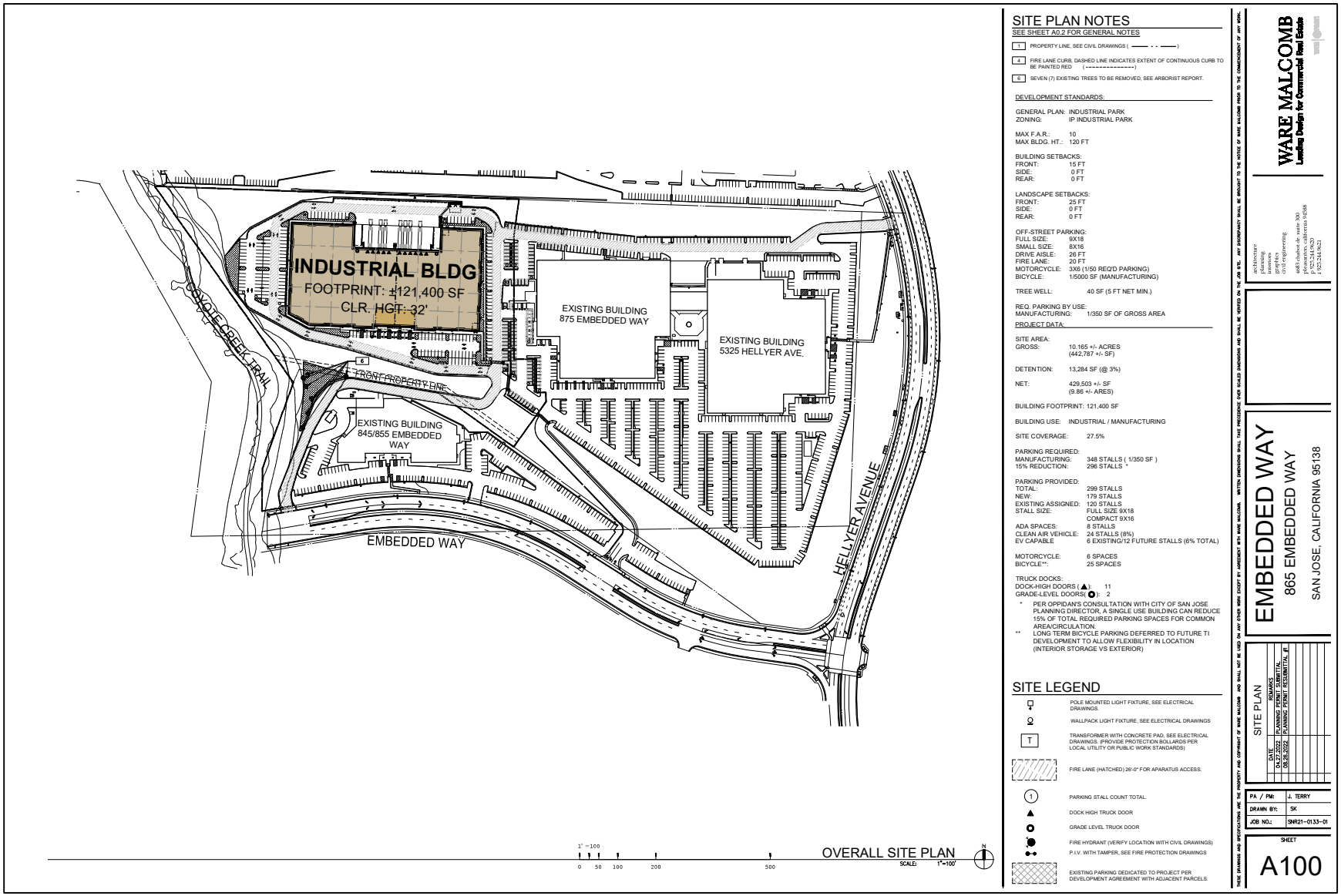


Figure 2
Proposed Site Plan



passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, public agencies are now required to base the determination of transportation impacts on Vehicle Miles Traveled (VMT) rather than level of service.

In adherence to SB 743, the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Policy 5-3) and establishes the thresholds for transportation impacts under the CEQA based on vehicle miles traveled (VMT) instead of level of service (LOS). This change intends to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. The new transportation policy aligns with the currently adopted General Plan which seeks to focus on new development growth within planned growth areas, bringing together office, residential, and supporting service land uses to internalize trips and reduce VMT. All new development projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

Edenvale Area Development Policy

The project site is located within Area 1 of the Edenvale Area Development Policy (EADP) area. The Edenvale area in south San Jose is a geographic area that was adopted in 2000 by the City of San Jose for an Area Development Policy in conformance with the provisions of the City of San Jose General Plan Policy TR-5.3. According to the Edenvale Area Development Policy, updated in April 2014, the Edenvale area is subdivided into three areas: “Edenvale Area”, “New Edenvale”, and “Mixed-Use Development Area”. The “Edenvale Area”, which is generally east of US 101 between Hellyer Avenue and Silicon Valley Boulevard, is designated for Industrial Park/R&D/office land uses. The “New Edenvale” area, which is generally bounded to the east by Santa Teresa Boulevard, to the west by SR 85, to the north by Cottle Road, and to the south by Bernal Road, is designated for Industrial Park/R&D/office land uses. The “Mixed-Use Development Area”, which is generally west of Monterey Highway between Cottle Road and SR 85, is designated for retail, office, and residential land uses.

With the approval of the iStar development proposal in 2006, 494,000 s.f. of industrial/R&D/office space was transferred for future development to Areas 1 and 3. The Redevelopment Agency committed $1 million to be borne proportionally by square footage fee for allocation of up to 494,000 s.f. of industrial development. However, City staff has determined that since the project’s proposed maximum floor area ratio (FAR) of 0.27 is less than the maximum FAR of 0.35 allocated for development within Area 1, the proposed project is not subject to the EADP traffic impact fee (TIF).

General Plan Goals & Policies

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to the improvement of biking, walking, and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);

- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Villages and Corridors and other growth areas (TR-8.6);
- Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments (TR-8.7);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

CEQA Transportation Analysis Scope

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

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 development projects. For non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns, the City's Travel Demand Forecasting (TDF) model can be used to determine project VMT. The City's VMT tool was used to estimate VMT for employment uses proposed by the project.

The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The City's VMT methodology also includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project or a component of a mixed-use project meets the screening criteria, it is then presumed that the project or the component would result in a less-than-significant VMT impact and a VMT analysis is not required. The project site is located within the planned EADP growth area. However, the proposed project will not meet all applicable VMT screening criteria as described in further detail in Chapter 3. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required and is presented in Chapter 3.

Local Transportation Analysis Scope

A local transportation analysis (LTA) supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA includes an evaluation of the effects of the project on transportation, site access and circulation, and related safety elements in the proximate area of the project. The LTA typically also includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. However, since the proposed project uses are consistent with the EADP, City staff has concluded that the project does not require the preparation of a comprehensive Local Transportation Analysis (LTA) that includes an evaluation of peak hour intersection levels of service.

The Public Works Department has indicated that a limited review of traffic operations on the roadway network in the immediate project area and a review of site access and on-site circulation is required to identify potential operational issues that could occur as a result of the proposed project. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes the existing transportation system including the existing roadway network, existing intersection level of service, transit service, bicycle, and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including VMT analysis methodology, baseline and potential project VMT impacts, and potential cumulative transportation impacts. Chapter 4 describes the LTA including the method by which project traffic is estimated, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 presents the conclusions of the transportation analysis.

2. Existing Transportation Setting

This chapter describes the existing conditions of the transportation system within the project study area. It presents the existing intersection level of service and describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities.

Existing Roadway Network

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

US 101 is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the site. US 101 extends northward through San Francisco and southward through Gilroy. Access to and from the site is provided via full interchanges at Blossom Hill Road/Silver Creek Valley Road and Hellyer Avenue.

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

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

Other roadways within the project study area include Blossom Hill Road, Silver Creek Valley Road, Hellyer Avenue, Fontanoso Way, and Embedded Way. For the purposes of this study, Hellyer Avenue is considered to run north-south, and cross streets, Blossom Hill Road, Silver Creek Valley Road, Fontanoso Way, and Embedded Way, are considered to run east-west. These roadways are described below.

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

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

Hellyer Avenue is a four-lane divided City Connector Street with a posted speed limit of 45 mph. Hellyer Avenue extends northward from Silicon Valley Boulevard until its intersection with Senter Road. Hellyer Avenue has striped bike lanes along the extent of the roadway and sidewalks on the east side of the street in the immediate vicinity of the project site. Hellyer Avenue provides access to the project site via its intersection with Embedded Way and an existing driveway located north of Embedded Way that serves the parcel along the eastside of the project site.

Fontanoso Way is a two-lane local collector street that runs between Silver Creek Valley Road and Hellyer Avenue. Fontanso Way has a posted speed limit of 35 mph. Fontanoso Way has sidewalks along both sides of the street. It provides access to the project site via its intersections with Hellyer Avenue and Silver Creek Valley Road.

Embedded Way is a four-lane local street with a posted speed limit of 35 mph that extends westward from Hellyer Avenue Sidewalks are provided along both sides of the street. Embedded Way provides direct access to the project site via an existing driveway at its western terminus as well as an existing driveway that serves the parcel adjacent to the east side of the project site.

Existing Pedestrian and Bicycle Facilities

Pedestrian facilities consist of sidewalks and crosswalks in the project vicinity, as well as the Coyote Creek Trail. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the study area. In the project vicinity, there are sidewalks along both sides of Hellyer Avenue, Embedded Way, and Fontanoso Way. There are existing crosswalks and accessible ramps at the signalized intersections of Hellyer Avenue/Embedded Way and Hellyer Avenue/Fontanoso Way.

Class I Bikeway (Trail or Path). Class I bikeways are off-street trails or paths with exclusive right-of-way for nonmotorized transportation used for commuting as well as recreation. The Coyote Creek Trail is one of the longest trail systems extending from the Bay to the City's southern boundary. The northern portion of the trail system runs from SR 237 to Montague Expressway. A short downtown portion travels through Selma Olinder Park. The southern portion begins at Tully Road and extends southward through county jurisdiction and reaches Morgan Hill. The closest trail access is provided at the west end of Embedded Way, approximately 900 feet from the project site. The trail actually borders the site on the west side, but there’s a steep slope between the site and the trail that presently prevents direct access along that border.

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on the following roadway segments:

- Hellyer Avenue, between the US 101 northbound ramps and Silicon Valley Road
- Silver Creek Valley Road, between the US 101 northbound ramps and Yerba Buena Road
- Embedded Way, along its entire length

Existing bicycle facilities within the study area are shown on Figure 3.

Figure 3
Existing Bicycle Facilities

Existing Transit Service

Existing transit services to the study area are provided by the Santa Clara Valley Transportation Authority (VTA) and Caltrain. The transit stations and VTA bus routes within walking distance of the project site are shown in Figure 4.

VTA Bus Services

The project site is served by VTA Local Bus Route 42. Route 42 travels along Silver Creek Valley Road, Hellyer Avenue, and Silicon Valley Boulevard in the project vicinity and provides service between Evergreen Valley College and Kaiser San Jose. Route 42 runs on 60-minute headways between 6:00 AM and 7:00 PM and provides service to the Blossom Hill Caltrain station. Local Route 42 has stops just west of the intersection of Silver Creek Valley Road and Hellyer Avenue, about 0.9 miles from the project site.

Caltrain Services

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The Blossom Hill Caltrain Station is located at the Monterey Road/Ford Road intersection, approximately 1.15 miles southwest of the project site. A pedestrian bridge to access the station is provided between Great Oaks Boulevard and Monterey Road. The associated Park-and-Ride lot is located on the southeast corner of the intersection of Monterey Road and Ford Road. The Blossom Hill Caltrain Station is served by two northbound trains in the morning commute period with 30-minute headway and two southbound trains in the evening commute period with 90-minute headway.

Existing Intersection Volumes and Levels of Service

Existing Intersection Volumes

Existing peak hour traffic volumes at intersections were obtained from the City of San Jose and supplemented with new turning-movement counts at the two unsignalized study intersections. Due to the current COVID-19 pandemic situation and its effect on traffic patterns, the City of San Jose is requiring that all new traffic counts be put on hold until further notice. In addition, the US 101/Blossom Hill Road interchange is currently undergoing major reconstruction and likely is disrupting normal traffic patterns in its vicinity. Therefore, as recommended by the City of San Jose staff, a one-percent compounded annual growth factor was applied to traffic counts that are older than two years to estimate traffic conditions in 2022. The existing traffic volumes are shown in Figure 5. The traffic counts are included in Appendix B. The existing volumes are tabulated in Appendix C.

Existing Intersection Levels of Service

The results of the level of service analysis, shown in Table 1, indicate that all intersections in the immediate project vicinity are currently operating at acceptable levels of service under existing conditions during both the AM and PM peak hours based on the City of San Jose and CMP standards. The intersection level of service calculation sheets are included in Appendix D.

Figure 4
Existing Transit Services

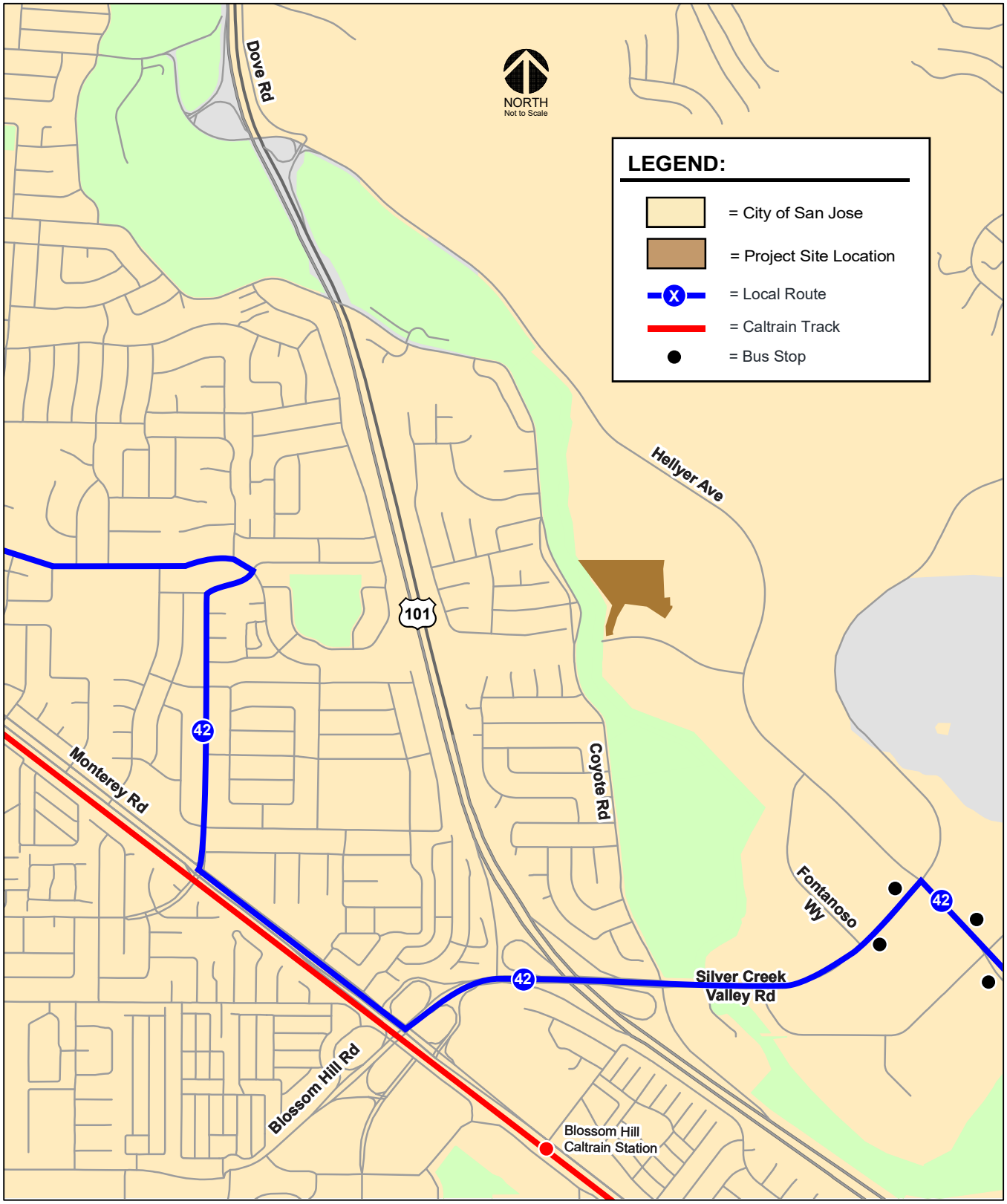
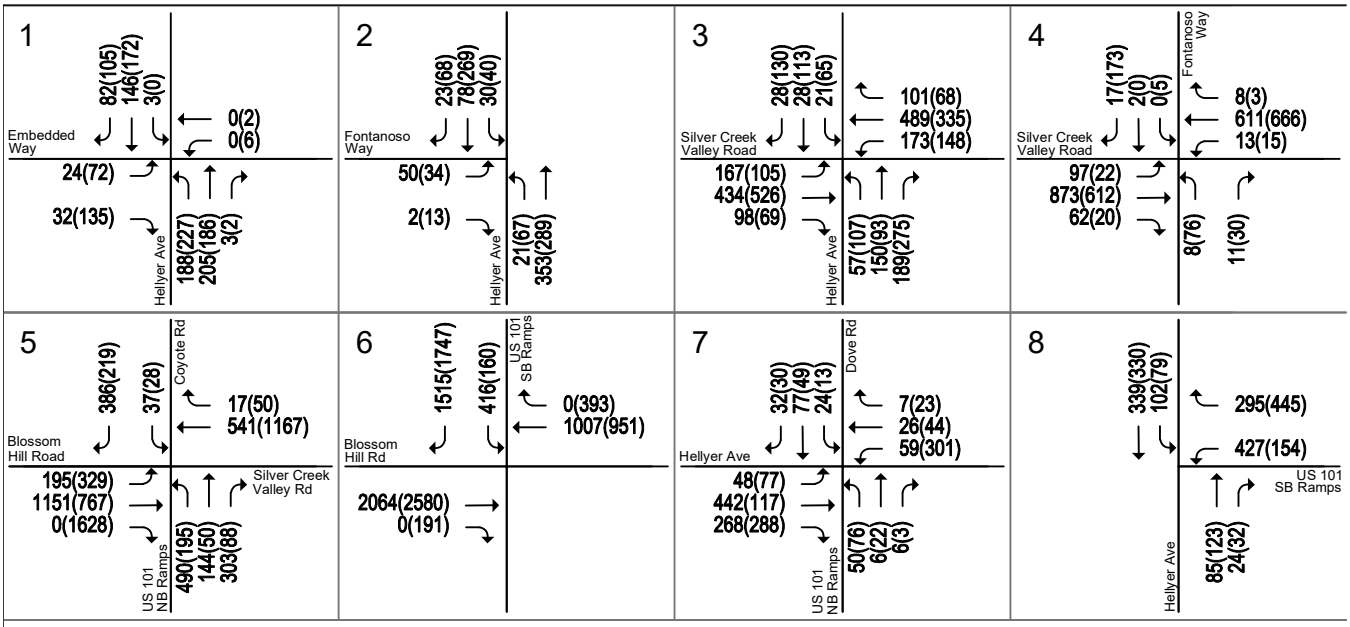


Figure 5
Existing Traffic Volumes



LEGEND:

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

Existing Traffic Volumes 8-17-22

Table 1
Existing Intersection Levels of Service in the Project Vicinity

Int. #	Intersection	LOS Standard	Peak Hour	Count Date	Avg. Delay	LOS
1	Hellyer Avenue & Embedded Way	D	AM	09/27/18	21.5	C
			PM	09/27/18	21.5	C
2	Hellyer Avenue & Fontanoso Way	D	AM	09/27/18	13.8	B
			PM	09/27/18	16.2	B
3	Hellyer Ave & Silver Creek Valley Rd	D	AM	09/27/18	25.8	C
			PM	09/27/18	28.3	C
4	Fontanoso Way & Silver Creek Valley Rd	D	AM	09/09/14	14.8	B
			PM	09/09/14	30.2	C
5	US 101 NB Ramps/Coyote Road &	D	AM	10/06/16	40.1	D
	Silver Creek Valley Rd/Blossom Hill Rd*		PM	11/15/18	31.6	C
6	US 101 SB Ramps & Blossom Hill Rd*	D	AM	10/06/16	28.5	C
			PM	11/15/18	23.6	C

* Denotes CMP Intersection

3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, mitigation measures recommended to reduce significant impacts, and an evaluation of consistency with the City of San Jose's General Plan.

Project Description

The proposed project would consist of a 121,850-square-foot (s.f.) industrial building on an approximately ten-acre vacant site. Since a tenant and use of the proposed building have yet to be identified, the applicant for the project has requested that the transportation analysis allow for the flexibility to utilize the building with either warehouse, industrial, or Research & Development (R&D) uses.

The City's VMT evaluation methodology and VMT evaluation tool require that proposed project uses be categorized as one of three primary land use types: office, industrial, or retail. In terms of trip generation, warehouse and industrial uses generate fewer daily trips per 1.000 s.f. than R&D uses. R&D uses generate daily trips per 1,000 s.f. of space that are similar to office uses. Therefore, the VMT analysis included the evaluation of the proposed 121,850 s.f. of building space as both industrial for the potential warehouse and industrial uses and office space for the potential R&D uses.

CEQA Transportation Analysis Screening Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

(1) small infill projects
(2) local-serving retail
(3) local-serving public facilities
(4) projects located in *Planned Growth Areas* with low VMT and *High-Quality Transit*
(5) deed-restricted affordable housing located in *Planned Growth Areas* with *High-Quality Transit*

Table 2 summarizes the screening criteria for each type of development project as identified in the City of San Jose Transportation Analysis Handbook. Figures 6 and 7 identify areas within the City that currently have low VMT levels estimated by the City for residents and workers, respectively, for which transit-supportive development located within a priority growth area would be screened out of the evaluation of VMT.

Evaluation of Screening Criteria

Per the City of San Jose VMT screening criteria, industrial uses of 30,000 s.f. or less and office uses of 10,000 s.f. or less are considered small infill projects and do not require a CEQA VMT evaluation since the VMT generated by such a small project would likely not result in a significant impact on VMT. However, the proposed 121,850 s.f. of building space would exceed the City's small industrial and office infill size thresholds. Therefore, the proposed project would not meet the screening criterion for VMT analysis exemption.

VMT Evaluation Methodology and Criteria

Per Council Policy 5-1, the effects of the proposed project on VMT were evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated 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 established thresholds of significance based on the project location and type of development.

Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit serve in the project vicinity.

When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees. Non-residential and non-employment uses, such as retail and hotel uses are assessed based on their effects on total VMT.

VMT Evaluation Tool

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 development projects. Based on the assessor's parcel number (APN) of a project, the VMT evaluation tool identifies the existing average VMT per capita and employee for the project area. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT evaluation tool calculates the project VMT.

VMT is typically calculated for common land uses such as residential, office, and industrial developments using the City's VMT tool. The City's VMT tool is not directly applicable to land uses such as R&D. Therefore, as recommended by City staff, the use of the proposed 121,850 s.f. building space for R&D uses was converted to an equivalent amount of office space for the purpose of projecting VMT with the VMT tool. R&D uses are similar to office uses since the number and origination/destination of daily trips generated by both R&D and office uses are similar. The VMT evaluation of the use of the

Table 2
CEQA VMT Analysis Screening Criteria for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; OR • Single-family attached or multi-family housing of 25 units or less; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Local-Serving Public Facilities	• Local-serving public facilities
Residential/Office Projects or Components	• **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High-Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Low VMT:** Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use; AND • **Transit-Supporting Project Density**: o Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; AND • **Active Transportation**: Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Transportation Demand Management (TDM):** If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM plan must be included; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; AND • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.

Source: City of San José Transportation Analysis Handbook, April 2020.

Figure 6
Low VMT per Capita Areas in San Jose

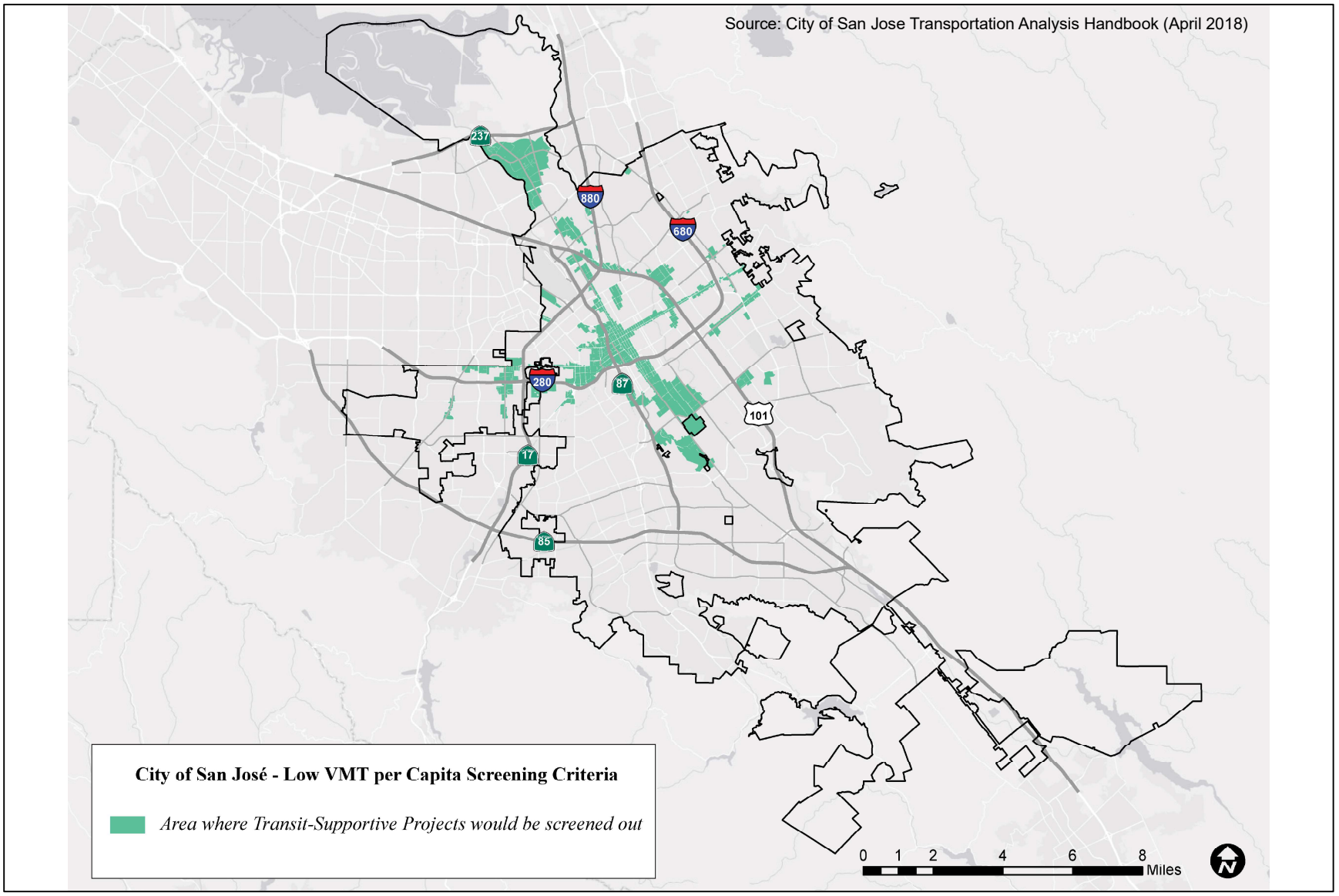
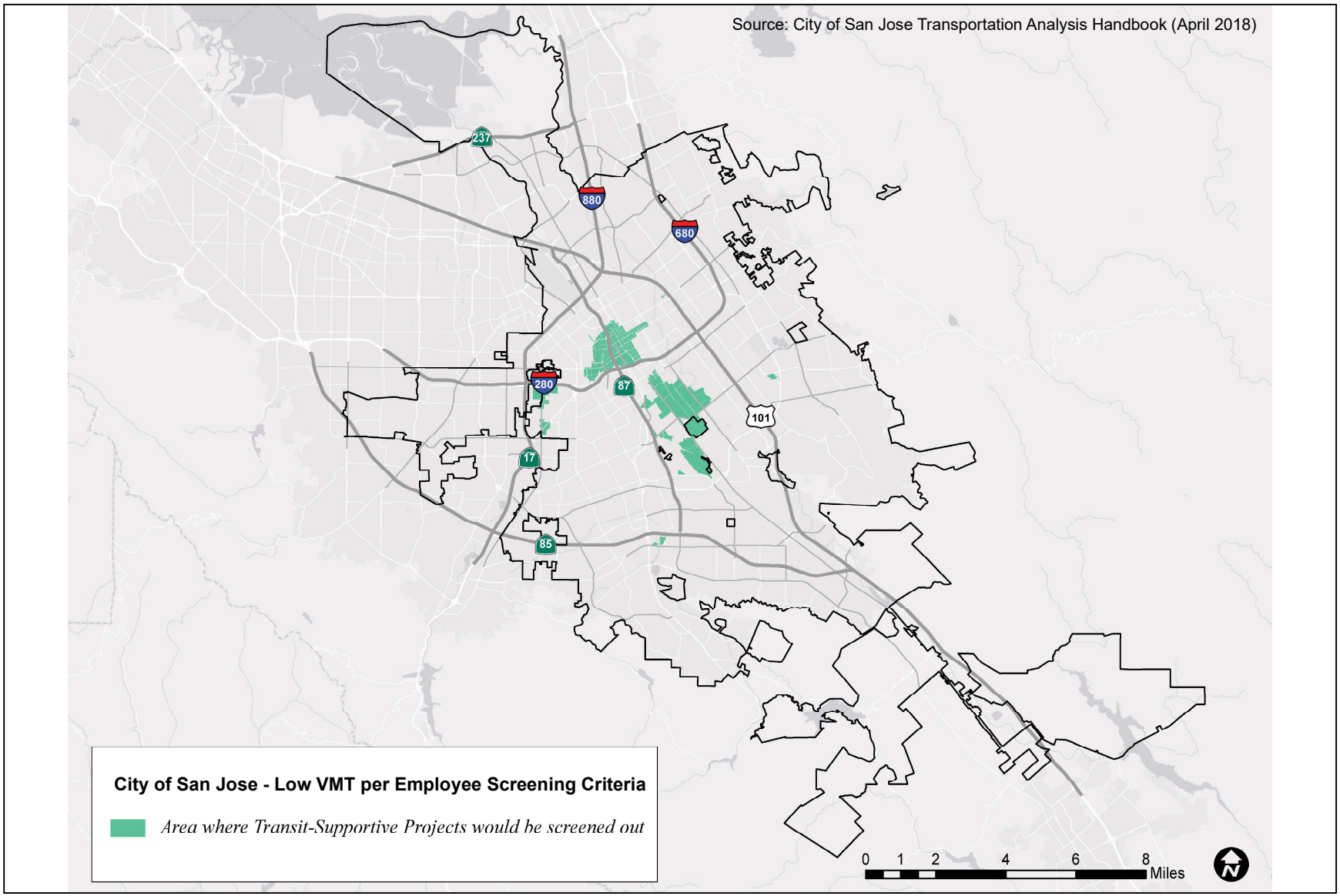


Figure 7
Low VMT per Employee Areas in San Jose



proposed 121,850 s.f. building space for warehouse or industrial uses was run as industrial with the VMT tool and requires no conversion to equivalent space.

The 121,850 s.f. of R&D space was converted into an equivalent amount of office space using trip generation estimates based on trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition*. Based on the ITE daily trip rate for R&D (ITE Land Use Code 760), the proposed R&D space is expected to generate 1,350 daily trips which are equivalent to the trips estimated to be generated by 125,000 s.f. of office space. Therefore, the use of the proposed 121,850 s.f. of building space for R&D uses is expected to have employees with trip-making characteristics that are comparable to 125,000 s.f. of office space. Table 3 presents the R&D to office equivalency calculation.

Table 3
Equivalent Office Space

Land Use		Size	Daily Rate	Daily Trip
#760 - Research & Development		121,850 Square Feet	11.08	1,350
#710 - General Office Building	**Equivalent Office Space =**	**125,000 Square Feet**	10.84	1,350

Source: ITE Trip Generation Manual, 11th Edition 2021

Projects located in areas where the existing VMT is greater than the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible. The VMT evaluation tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the VMT evaluation tool:

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

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

Baseline VMT Estimates

The thresholds of significance for residential and industrial employment 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 industrial employment uses. Figures 8, 9, and 10 show the current VMT levels estimated by the City for residents, industrial, and office workers, respectively. Areas are color-coded based on the level of existing VMT:

- Green-filled areas are parcels with existing VMT less than the City's residential and employee thresholds of 10.12 VMT per capita and 14.37 per employee.
- Yellow-filled areas are parcels with existing VMT between the residential threshold and the city-wide average of 11.91 VMT per capita.
- Orange-filled areas are parcels with existing VMT greater than the residential and employee thresholds. However, a project's VMT impact may be mitigated by implementing VMT-reducing measures.
- Red-filled areas are parcels with existing VMT greater than the residential and employee threshold. Implementing VMT-reducing measures will not be sufficient to reduce a project's VMT to less than the threshold of significance.

Average per-capita and per-employee VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated. Figures 11 and 12 show the current VMT levels estimated by the City for industrial and office workers in the immediate project area, respectively.

Thresholds of Significance

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap. Table 4 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy.

- Projects that include industrial uses are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing regional average VMT per industrial employee of 14.37.
- Projects that include general employment uses (office) are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing regional average VMT per employee minus 15 percent. Currently, the reported regional average is 14.37 VMT per employee. This equates to a significant impact threshold of 12.21 VMT per employee.

VMT of Existing Land Uses

The results of the VMT analysis, using the City's VMT Evaluation Tool, indicate that the existing VMT for employment uses in the project vicinity is 15.19 per employee. The current regional average VMT for employment uses is 14.37 per employee. Therefore, the existing VMT levels of employment uses in the project vicinity are currently greater than the regional average VMT.

Figure 8
VMT per Capita Heat Map in San Jose

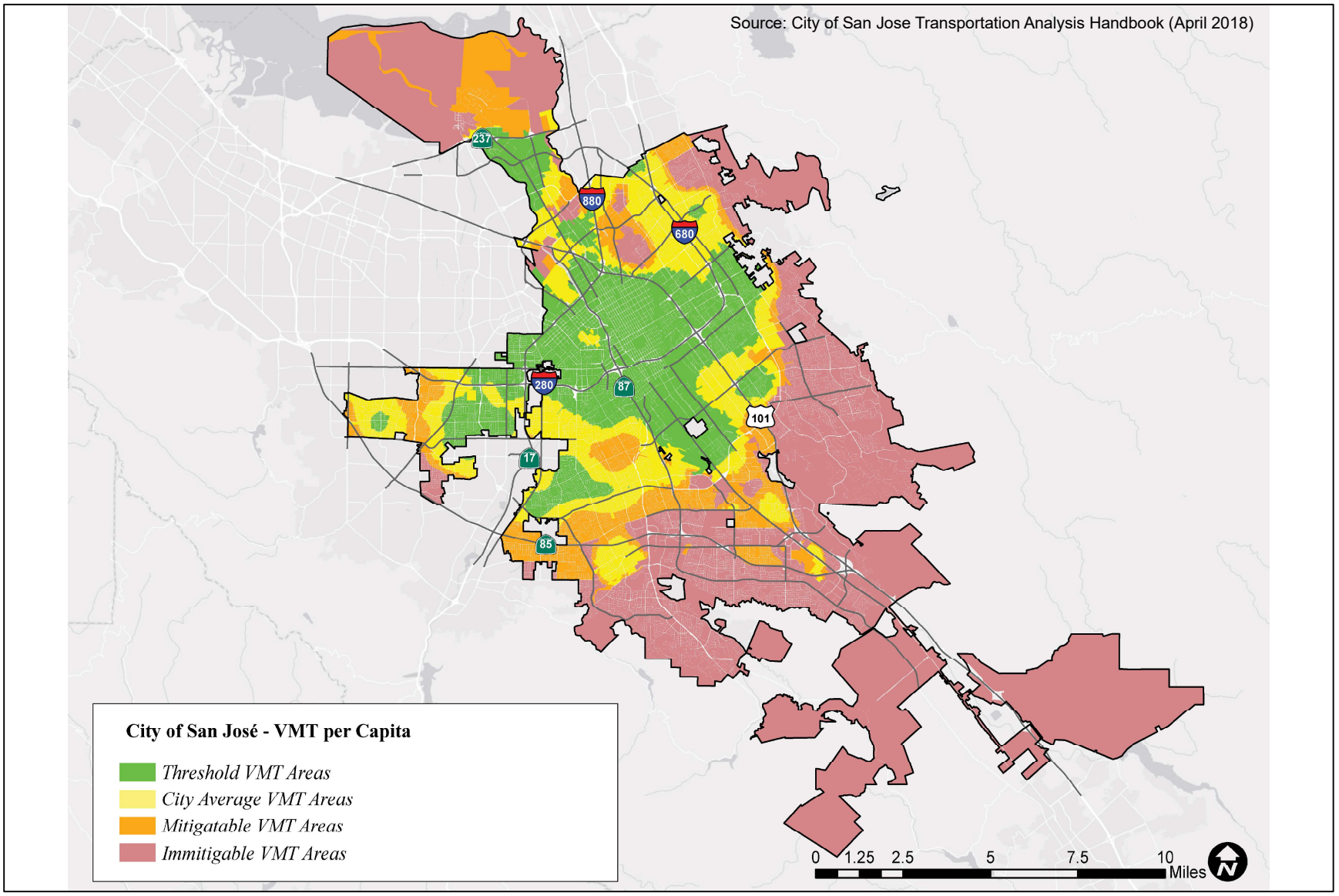


Figure 9
VMT per Industrial Employee Heat Map in San Jose

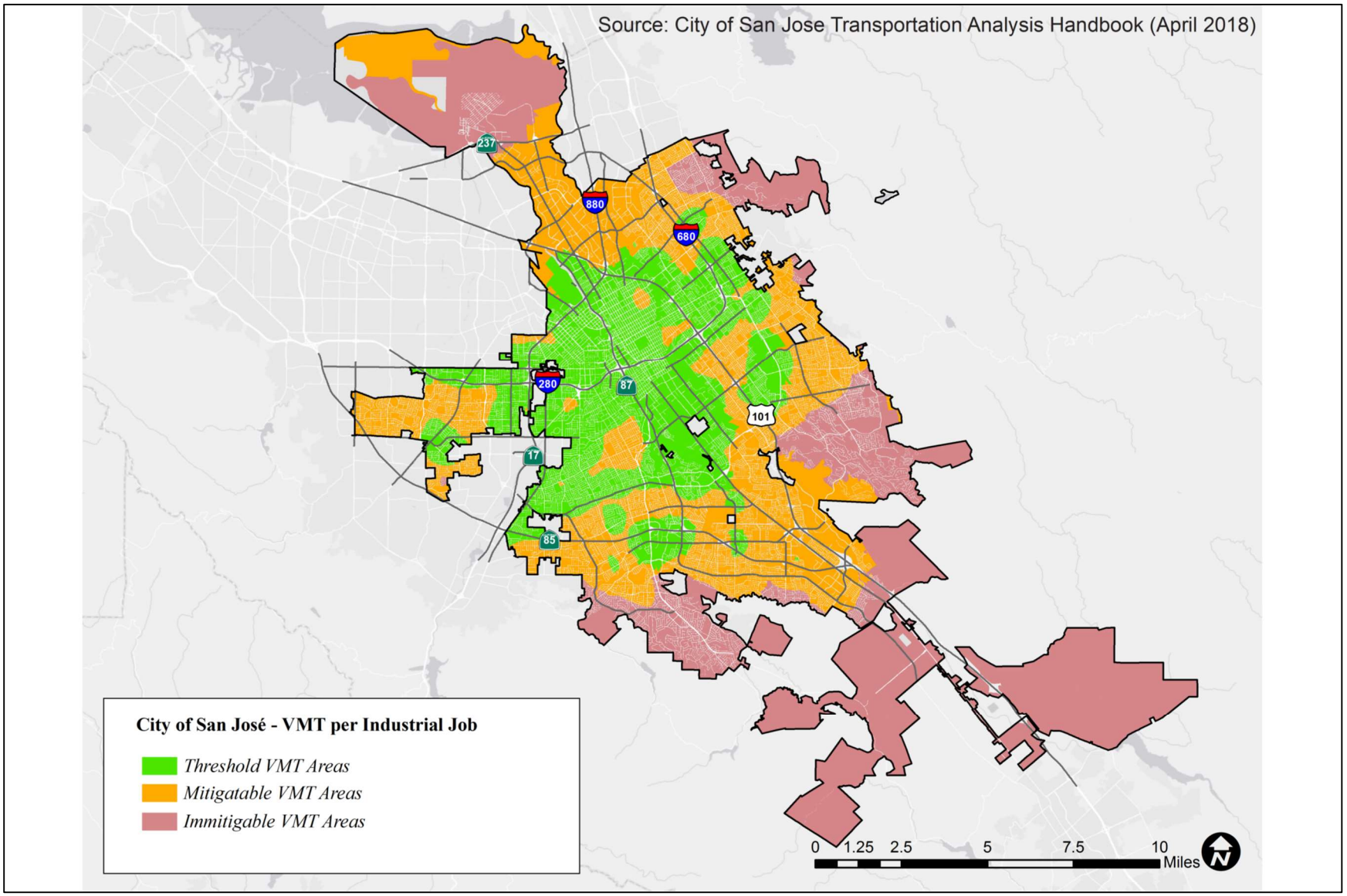


Figure 10
VMT per Office Employee Heat Map in San Jose

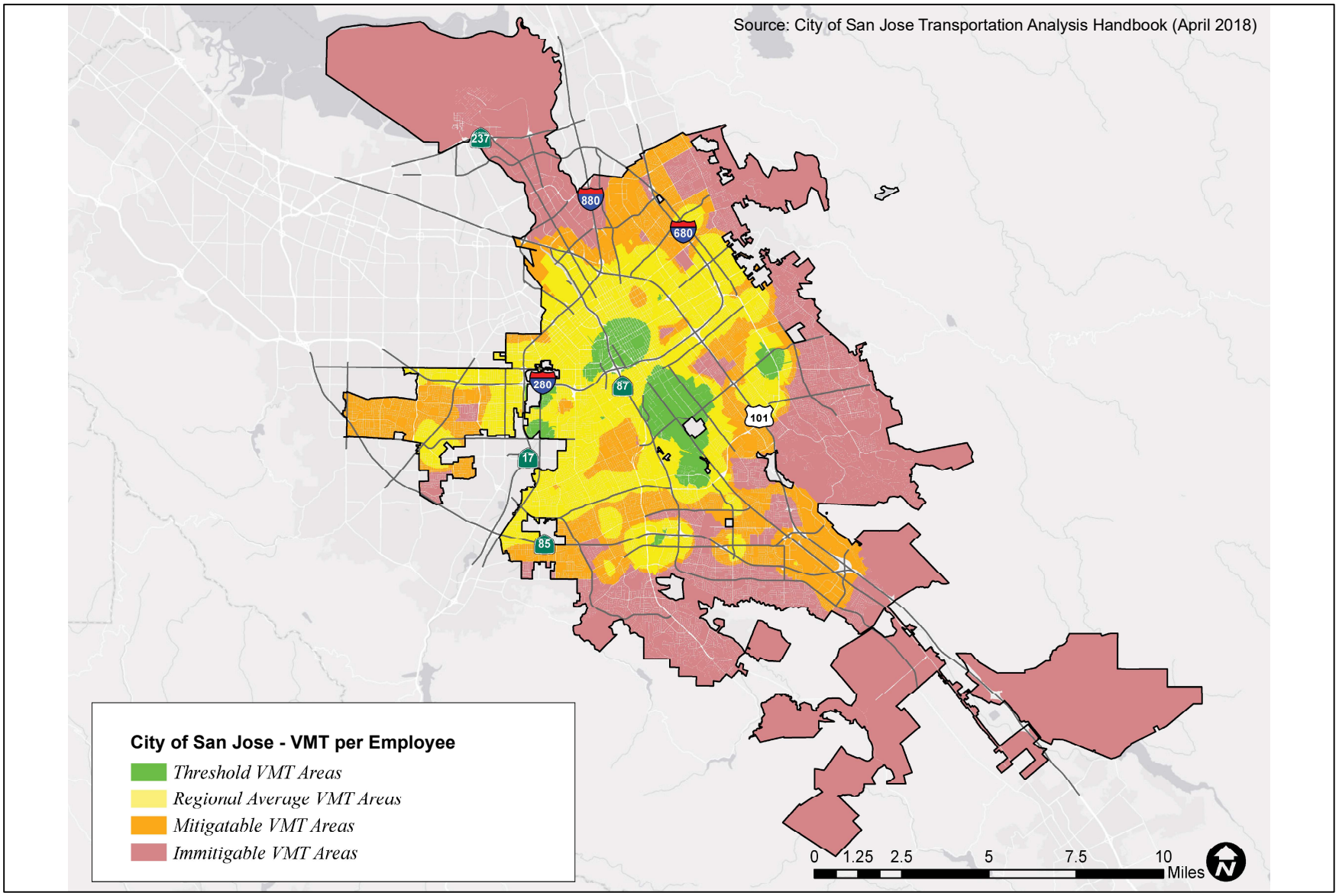


Figure 11
VMT per Industrial Employee Heat Map in Project Area

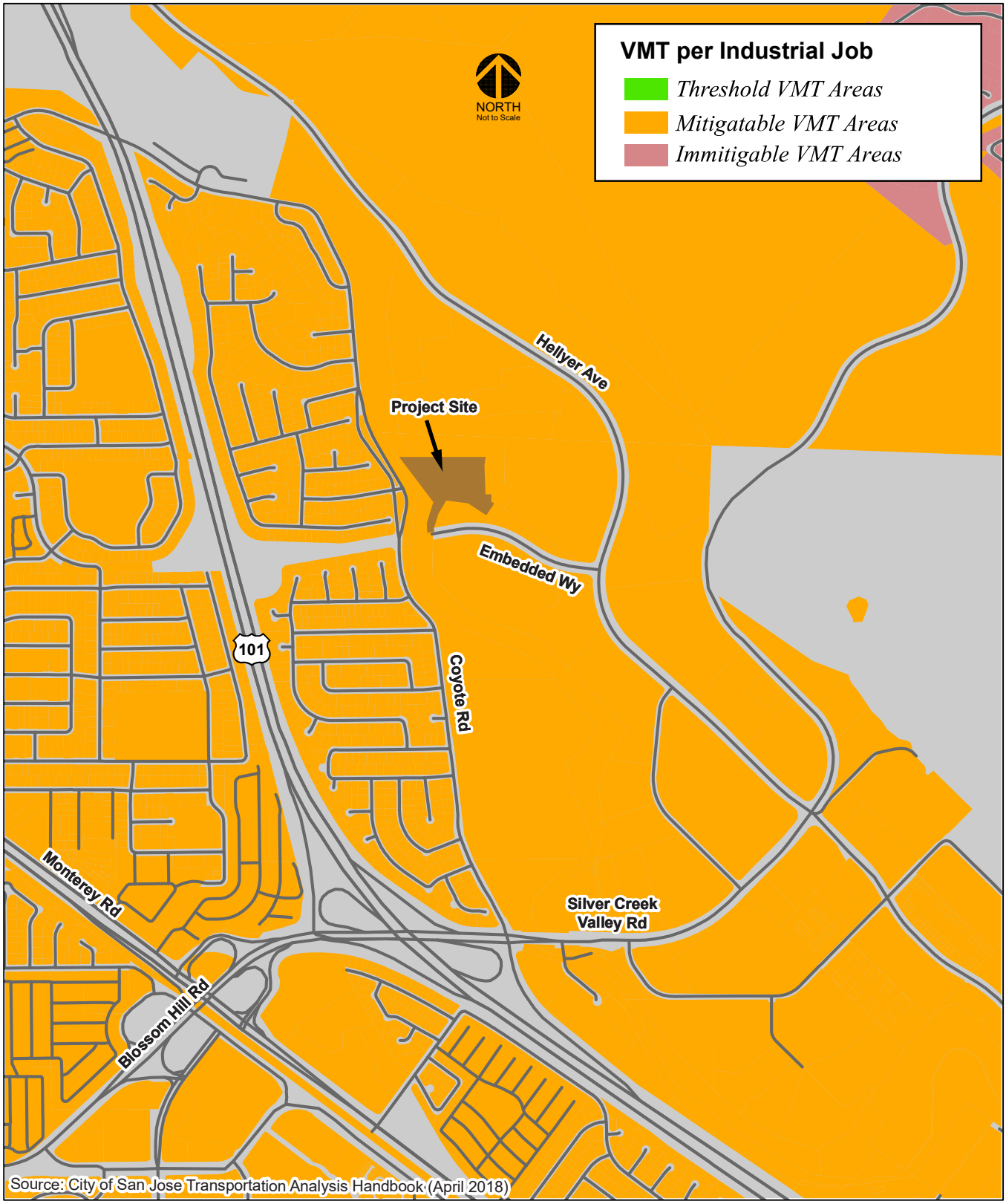


Figure 12
VMT per Office Employee Heat Map in Project Area

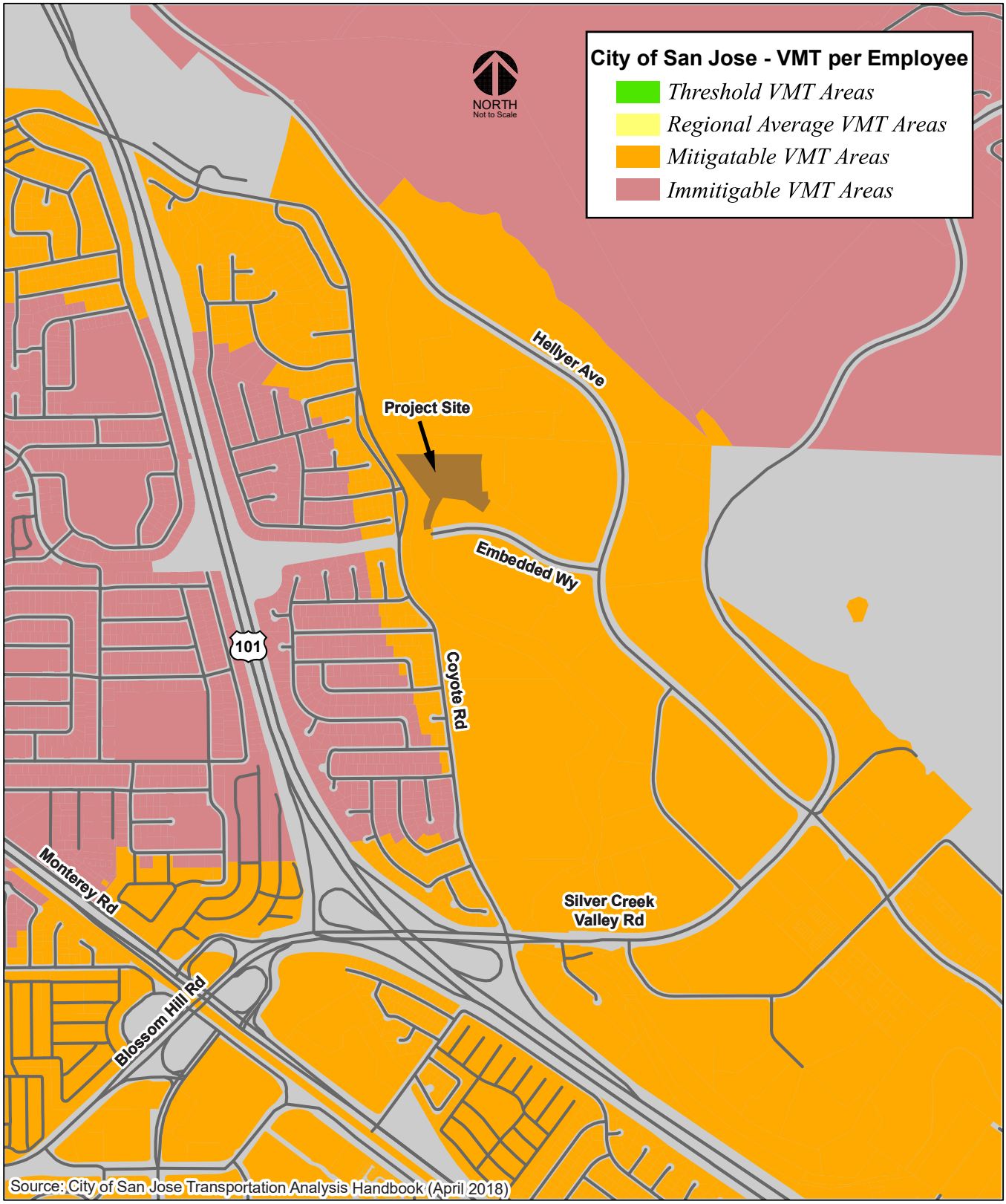


Table 4
CEQA VMT Analysis Significant Impact Criteria for Development Projects

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

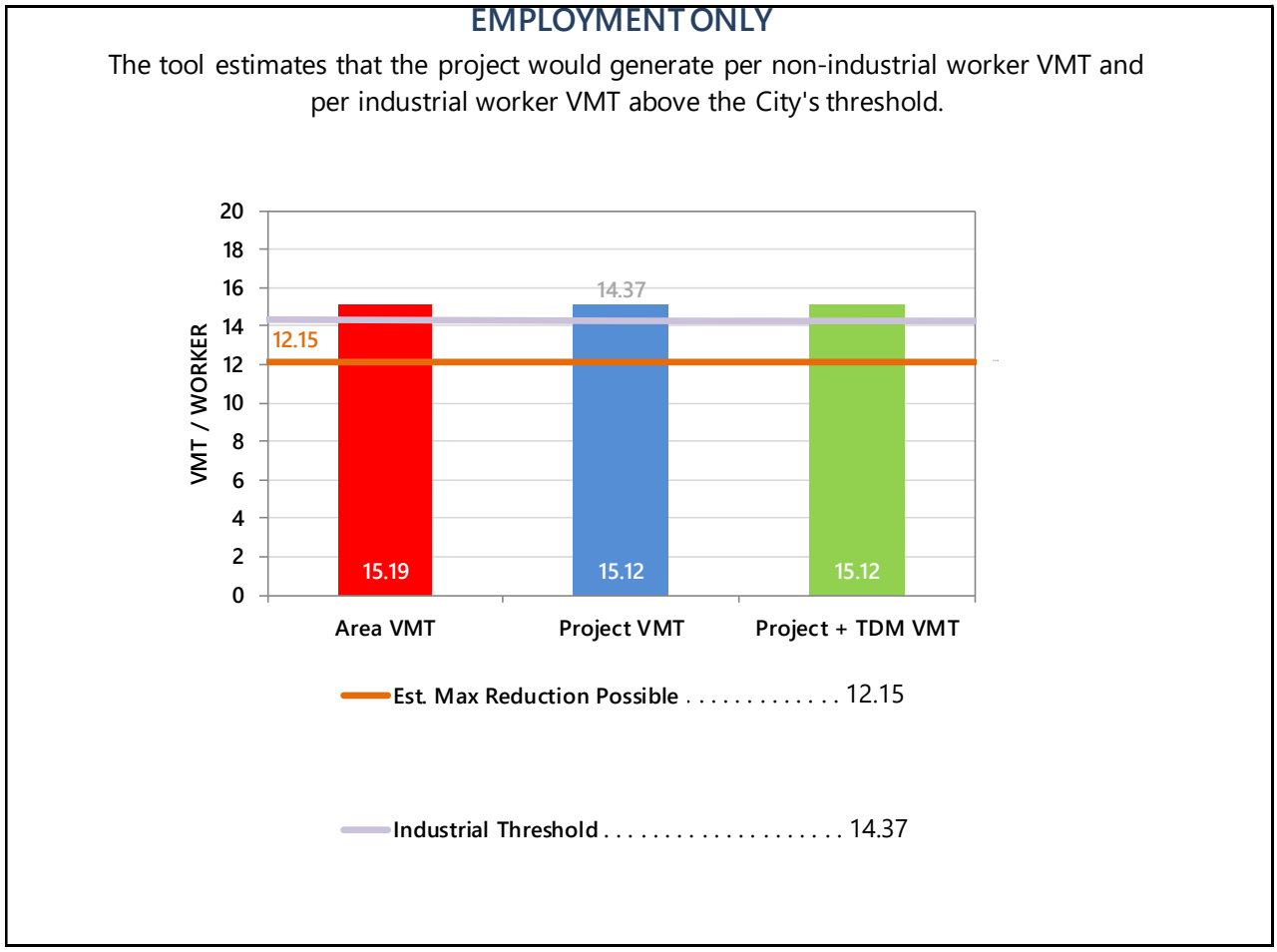
Source: City of San José Transportation Analysis Handbook, April 2020.

Project-Level VMT Impact Analysis

Warehouse/Industrial Uses

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the use of the proposed building for warehouse/industrial uses is projected to generate 15.12 VMT per employee, which would exceed the established impact threshold of 14.37 VMT per employee for industrial employment uses. Therefore, the project would result in an impact on the transportation system based on the City's VMT impact criteria. Figure 13 shows the VMT evaluation summary generated by the City's VMT Evaluation Tool for warehouse/industrial uses of the proposed building.

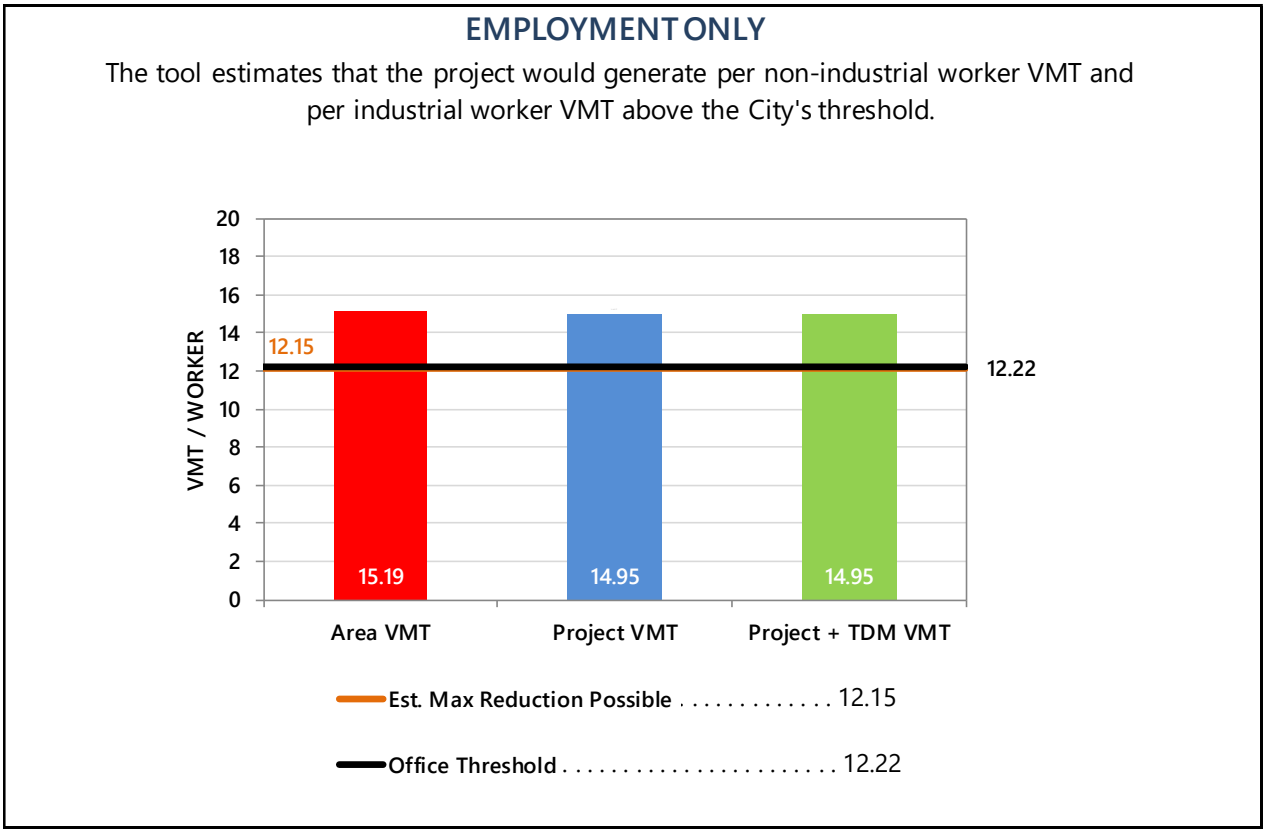
Figure 13
VMT Analysis (Industrial)



Research Development Uses

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the use of the proposed building for R&D uses is projected to generate 14.95 VMT per employee, which would exceed the established impact threshold of 12.21 VMT per employee for office employment uses. Therefore, the project would result in an impact on the transportation system based on the City's VMT impact criteria. Figure 14 shows the VMT evaluation summary generated by the City's VMT Evaluation Tool for office uses of the proposed building.

Figure 14
VMT Analysis (Office)



Mitigation Measures

Based on preliminary direction from City staff, the project will be required to implement the following multi-modal facility improvements to reduce the project's VMT impact to less than significant levels for the use of the proposed building as either warehouse/industrial or office uses:

- Provide Pedestrian Network Improvements for Active Transportation (Tier 2 – Pedestrian Access Improvements): Implement pedestrian improvements both on-site and in the surrounding area. Improving pedestrian connections encourages people to walk instead of driving and reduces VMT. The project will be required to remove the pork-chop islands on the southwest and northwest corners at the Embedded Way and Hellyer Avenue intersection to improve pedestrian safety and access. This improvement will require a signal modification at this intersection that will include the relocation of signal poles, heads, and crosswalks. **and**

- Provide Traffic Calming Measures (Tier 2 – Traffic Calming Measures): Implement pedestrian/bicycle safety and traffic calming measures both on-site and in the surrounding neighborhood. Providing traffic calming measures promotes walking and biking as an alternative to driving. The project will be required to install raised median islands along Embedded Way consisting of a 120-foot segment at its western terminus and a 190-foot segment near the Embedded Way and Hellyer Avenue intersection.

The implementation of the Tier 2 mitigation measures described above would reduce the VMT generated by the warehouse/industrial uses to 14.52 per employee and 14.36 per office employee which would both still be greater than the established impact thresholds. The project's VMT could be

reduced further with the implementation of Travel Demand Management (TDM) measures that may include the following:

- Commute Trip Reduction Marketing/Education: Implement marketing/educational campaigns that promote the use of transit, shared rides, and travel through active modes for 25% of the project employees. Strategies may include the incorporation of alternative commute options into new employee orientations, event promotions, and publications.
- Subsidize Vanpool: Provide subsidies for individuals forming new vanpools for their commute. This encourages the use of vanpools, reducing drive-alone trips, and thereby reducing VMT. The project would be required to subsidize 100% of the cost of the vanpool cost with at least 25% employee participation.

The implementation of Tier 2 mitigation measures and TDM plan would reduce the projected VMT to 12.34 VMT per employee for warehouse uses and 12.20 VMT per employee for office uses, which would reduce the project impact to less than significant for both uses of the proposed building. Figures 15 and 16 show the VMT evaluation summary with mitigation generated by the City's VMT Evaluation Tool for the use of the proposed building for warehouse/industrial and R&D space, respectively. Appendix A presents the VMT Evaluation Tool summary report for the project without and with the mitigation measures.

The TDM measures must be incorporated within a TDM plan for the project and submitted to the City for approval. The applicant will need to work with the City to ensure the TDM measures are implemented by the building tenants or identify other TDM measures deemed appropriate for the building uses. Therefore, the ultimate TDM measures may differ from those identified above so long as the measures meet the required VMT reduction of 5.4 percent for warehouse uses and 19.6 percent for R&D uses and are approved by City staff.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan's goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

According to the Envision San Jose 2040 General Plan, the project site is designated for *industrial park* uses. The industrial park designation is an industrial designation intended for a wide variety of industrial users such as research and development, manufacturing, assembly, testing, and offices. Since the *industrial park* designation allows employment uses, the proposed industrial/office project is consistent with the Envision San Jose 2040 General Plan and would not require a General Plan Amendment (GPA). The project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Figure 15
VMT Analysis with Mitigation Measures (Industrial)

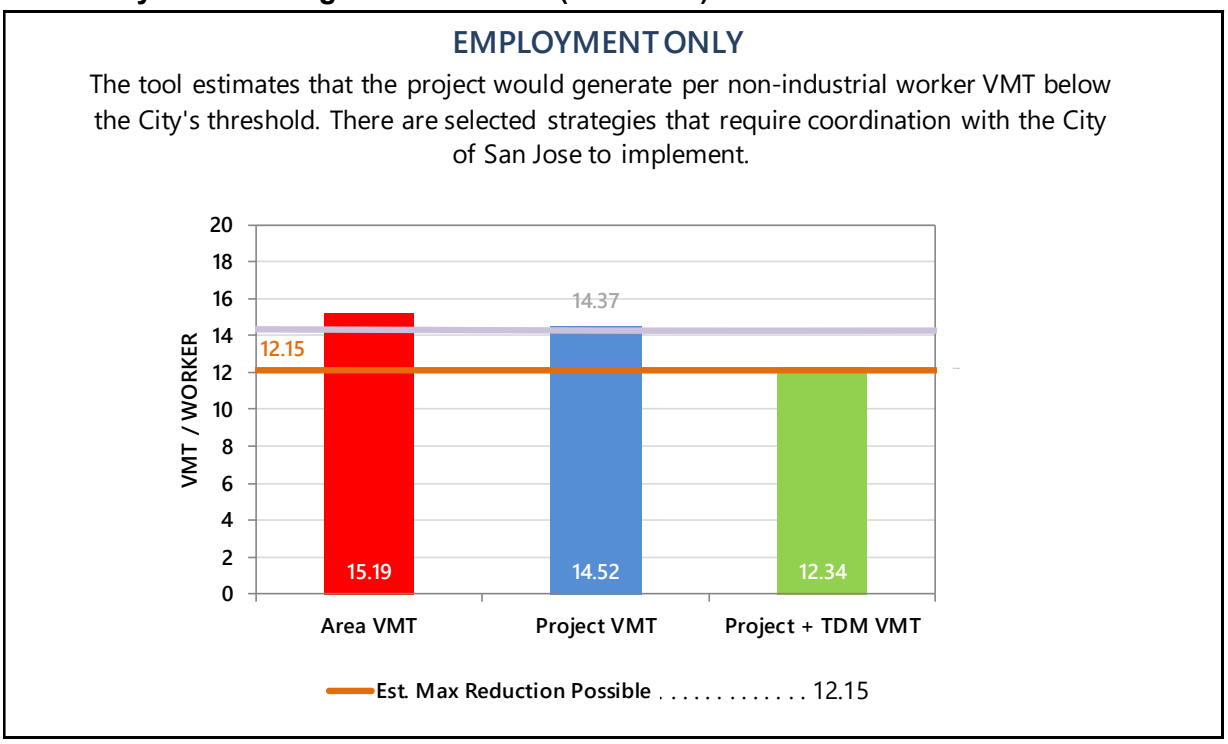
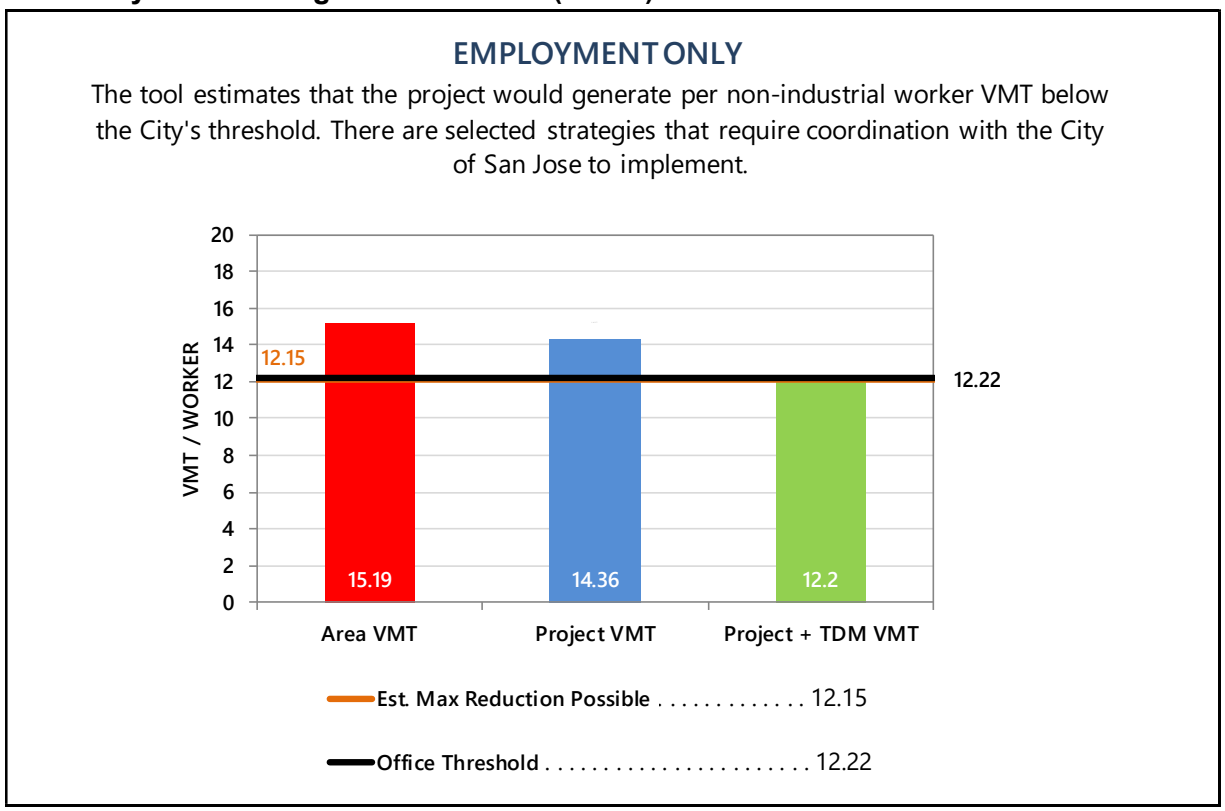


Figure 16
VMT Analysis with Mitigation Measures (Office)



4.
Local Transportation Analysis

This chapter describes the Local Transportation Analysis (LTA) including the method by which project traffic is estimated, a review of site access and on-site circulation, effects on bicycle, pedestrian, and transit facilities, and parking.

The LTA supplements the CEQA VMT analysis and identifies transportation issues that may arise due to a development project. The LTA is required per the City of San Jose Transportation Policy, however, the determination of project impacts per CEQA requirements is based solely on the VMT analysis presented in the previous chapter. The LTA provides supplemental analysis for use by the City of San Jose in identifying potential improvements to the transportation system with a focus on improving multi-modal travel.

Project Description

The project site is located on the north side of Embedded Way between Coyote Creek and Hellyer Avenue. The proposed project consists of a 121,850-square-foot (s.f.) industrial building on an approximately ten-acre vacant site. Since a tenant and use of the proposed building have yet to be identified, the applicant for the project has requested that the transportation analysis allow for the flexibility to utilize the building with either warehouse, industrial, or research & development (R&D) space. Of the above-identified uses, R&D space generates the greatest number of daily and peak hour trips per 1,000 s.f. of space. Therefore, the LTA evaluates the proposed project as 121,850 s.f. of R&D space for the purpose of providing the flexibility to allow for the use of the proposed building with low traffic generating warehouse uses or greater traffic generating uses such as R&D space.

Direct access to the site would be provided via an existing full-access driveway located at the western terminus of Embedded Way. However, the project's surface lots and drive aisles would connect to the adjoining property along its eastern frontage (5325 Hellyer Avenue). Therefore, there would also be additional access points at existing driveways along Hellyer Avenue (right-in/right-out only) and Embedded Way (full-access).

Edenvale Area Development Policy

The project site is located within Area 1 of the Edenvale Area Development Policy (EADP) area. The Edenvale area in south San Jose is a geographic area that was adopted in 2000 by the City of San Jose for an Area Development Policy in conformance with the provisions of the City of San Jose General Plan Policy TR-5.3. The "Edenvale Area 1", which is generally east of US 101 between Hellyer Avenue and Silicon Valley Boulevard, is designated for Industrial Park/R&D/office land uses.

With the approval of the iStar development proposal in 2006, 494,000 s,f, of industrial/R&D/office space was transferred for future development to Areas 1 and 3. The Redevelopment Agency committed $1 million to be borne proportionally by square footage fee for allocation of up to 494,000 s.f. of industrial development. However, City staff has determined that since the project's proposed maximum floor area ratio (FAR) of 0.27 is less than the maximum FAR of 0.35 allocated for development within Area 1, the proposed project is not subject to the EADP traffic impact fee (TIF). In addition, the intersection improvements identified to support the EADP development have been completed. As such, the LTA does not include peak hour intersection level of service analysis.

Project Trip Generation Estimates

Proposed Project Trips

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

Based on the ITE's trip generation rates for research and development land use (ITE code 760), it is estimated that the proposed project would generate 1,350 daily trips, with 126 trips (103 inbound and 23 outbound) occurring during the AM peak hour and 119 trips (19 inbound and 100 outbound) occurring during the PM peak hour.

Trip Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2020, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions to the baseline trip generation.

Based on the San Jose guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the "place type" in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the City's VMT Evaluation Tool. Based on the evaluation tool, the project site is located within a *Suburban with Single-Family Homes* place type. Based on Table 6 of the City of San Jose *Transportation Analysis Handbook*, April 2020, industrial/office developments within suburban areas with single-family homes have a 95% vehicle mode share. Thus, a five percent reduction was applied to the project trip generation estimates based on the location-based vehicle mode share produced from the San Jose Travel Demand Model.

The project would increase the density of employment uses in the project area. Based on the San Jose VMT Evaluation Tool, the project is anticipated to generate 14.95 VMT per employee in an area that currently generates approximately 15.19 VMT per employee. It is assumed that every percent reduction from the existing per-industrial employee VMT is equivalent to one percent reduction in peak-hour vehicle trips. Therefore, per the City's *Transportation Analysis Handbook,* a 1.58 percent reduction was applied to the baseline peak hour trips.

Net Project Trip Generation Estimates

After applying the ITE trip rates and appropriate trip reductions to the proposed project, it is estimated that the proposed project would generate 1,262 daily trips, with 118 trips (96 inbound and 22 outbound) occurring during the AM peak hour and 111 trips (18 inbound and 93 outbound) occurring during the PM peak hour. The project trip generation estimates are presented in Table 5.

Table 5
Project Trip Generation Estimates

Land Use	Reduction %	VMT Existing	VMT Project	Size	Daily Rate	Daily Trip	AM Peak Hour Rate	AM Peak Hour Split In	AM Peak Hour Split Out	AM Peak Hour Trip In	AM Peak Hour Trip Out	AM Peak Hour Trip Total	PM Peak Hour Rate	PM Peak Hour Split In	PM Peak Hour Split Out	PM Peak Hour Trip In	PM Peak Hour Trip Out	PM Peak Hour Trip Total
#760 - Research and Development Center				121,850 Square Feet	11.080	1,350	1.030	82%	18%	103	23	126	0.980	16%	84%	19	100	119
Location-Based Reduction [1]	*5%*					*-68*				*-5*	*-1*	*-6*				*-1*	*-5*	*-6*
VMT-Based Reduction [2]	*1.58%*	15.19	14.95			*-20*				*-2*	*0*	*-2*				*0*	*-2*	*-2*
Total Project Trips						**1,262**				**96**	**22**	**118**				**18**	**93**	**111**

Source: ITE Trip Generation Manual, 11th Edition 2021.

[1] The place type for the project site (Suburban with Single-Family Homes) is obtained from the City of San Jose VMT Evaluation Tool (February 29, 2019). The location-based vehicle mode shares are obtained from Table 6 of the City of San Jose Transportation Analysis Handbook (April 2020). The trip reductions are based on the percent of mode share for all of the other modes of travel beside vehicle.

[2] Existing and project VMTs were estimated using the City of San Jose VMT Evaluation Tool. It is assumed that every percent reduction in VMT per-employee is equivalent to one percent reduction in peak-hour vehicle trips.

Trip Distribution and Trip Assignment

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern, with an emphasis on freeway access and project driveway location. Figure 17 shows the trip distribution pattern, and Figure 18 shows the assignment of project traffic on the local transportation network.

Future Condition Traffic Volumes

The background traffic scenario predicts a realistic traffic condition that would occur as approved development is built. Background peak hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments was obtained from the City of San Jose's Approved Trips Inventory (ATI) database. Background traffic volumes are shown in Figure 19. Project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 20).

Site Access and On-Site Circulation

The evaluation of site access and circulation is based on the site plan dated August 26, 2022 and prepared by *Ware Malcomb*. Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, geometric design, and sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Project Site Access

Direct access to the site would be provided via an existing full-access driveway located at the western terminus of Embedded Way. However, the project's surface lots and drive aisles would connect to the adjoining property along its eastern frontage (5325 Hellyer Avenue). The project is provided additional access points at existing driveways along Hellyer Avenue (right-in/right-out only) and Embedded Way (full-access) per reciprocal ingress/egress and emergency access easement agreements with adjacent properties (*Declaration of Covenants, Conditions, Restrictions and Easements for Edenvale Technology Park, Article 2 Project Easements, July 2018*) provided in Appendix H.

Driveway Design

Per City standards (City of San Jose Department of Transportation Geometric Guidelines), the typical business/industrial driveway width with two-way traffic is 32 feet. Based on field measurements and the site plan, the driveway on Embedded Way is shown to be 44 feet and would meet the City standards. The access points from the adjacent property are not part of the project and are not shown on the site plan. However, the drive aisles that access the site from the adjacent property are shown to be 26 feet wide, consistent with the City's standard minimum width for two-way drive aisles with 90-degree parking along both sides.

Project Driveway Operations

Access to the project site will be provided through the adjacent parcels to the east and existing driveways along Hellyer Avenue and Embedded Way. However, the most direct access to the site is provided by the driveway located at the western terminus of Embedded Way (Driveway A in Figure 21). Therefore, the assignment of project traffic presumes that the majority of passenger vehicles and all truck traffic will utilize the driveway located at the western terminus of Embedded Way. Truck access to

Figure 17
Project Trip Distribution

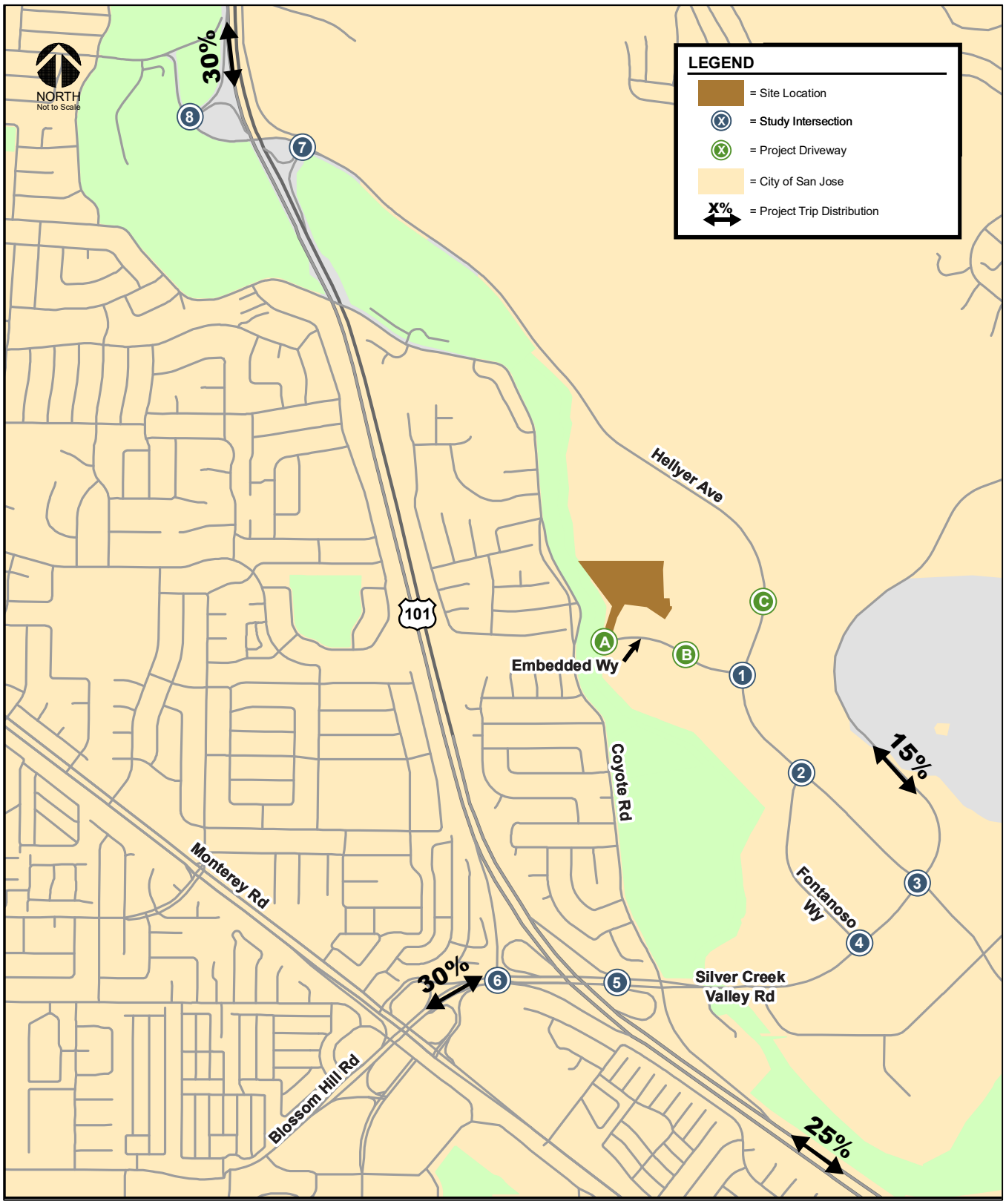
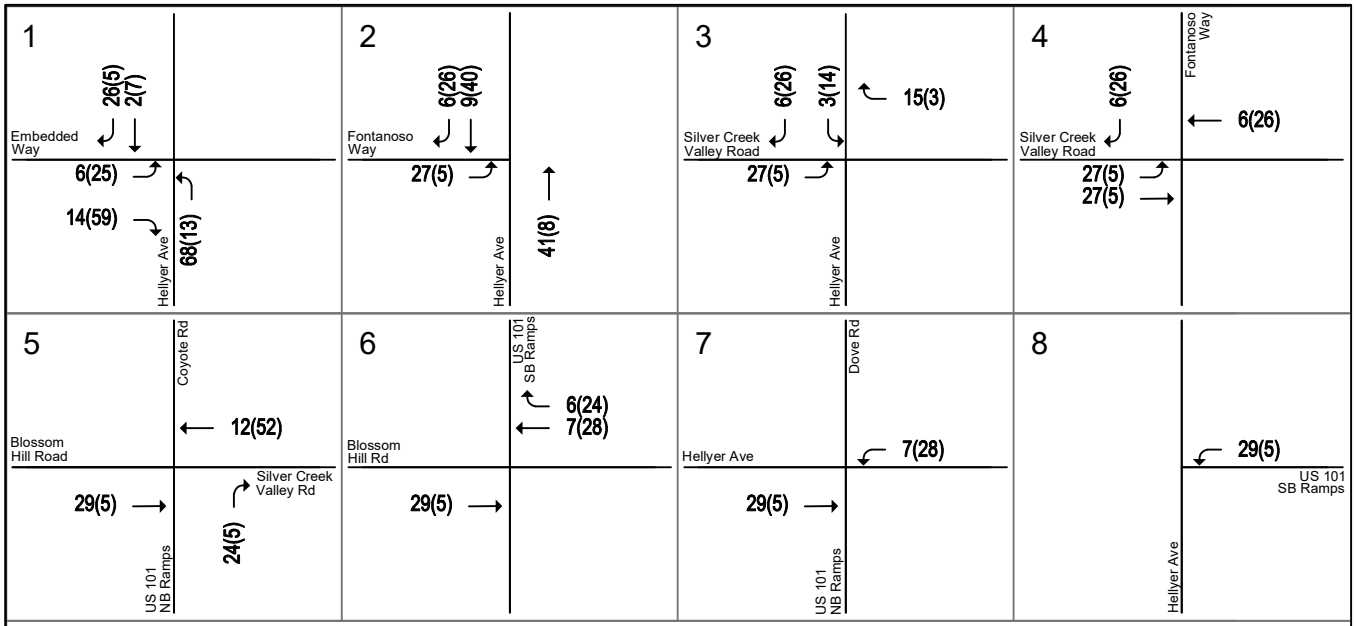


Figure 18
Project Trip Assignment

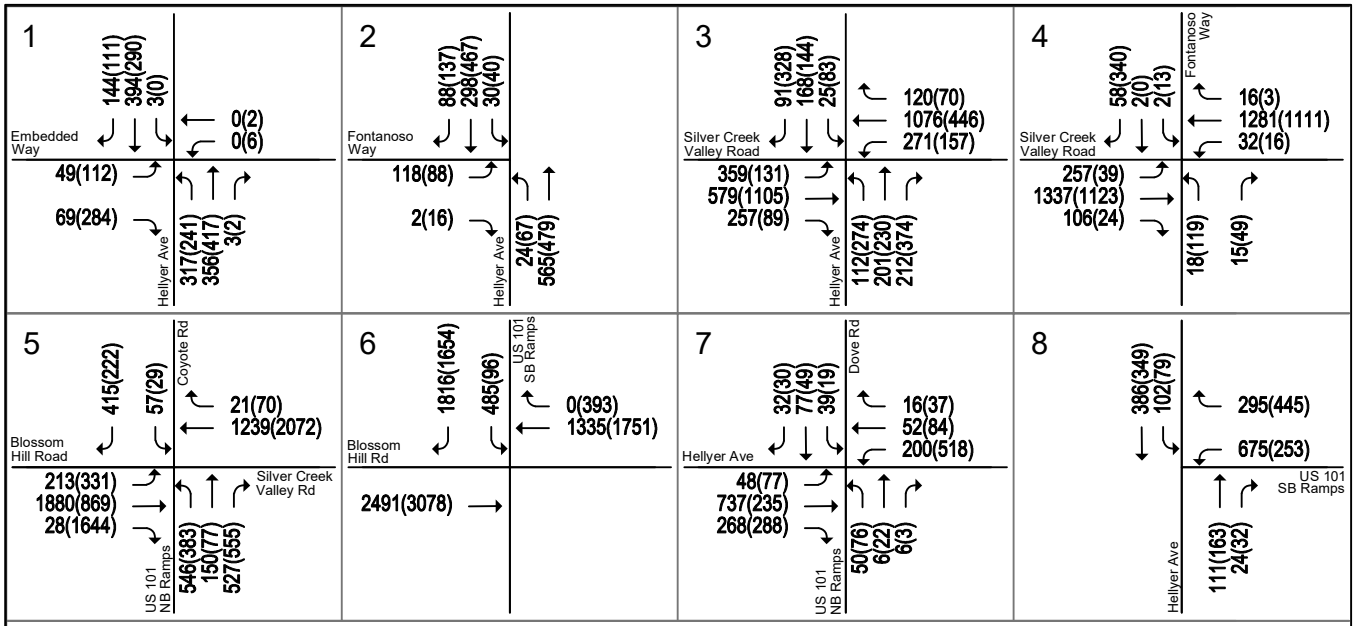


LEGEND:

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

Project Trip Assignment 8-17-22

Figure 19
Background Traffic Volumes

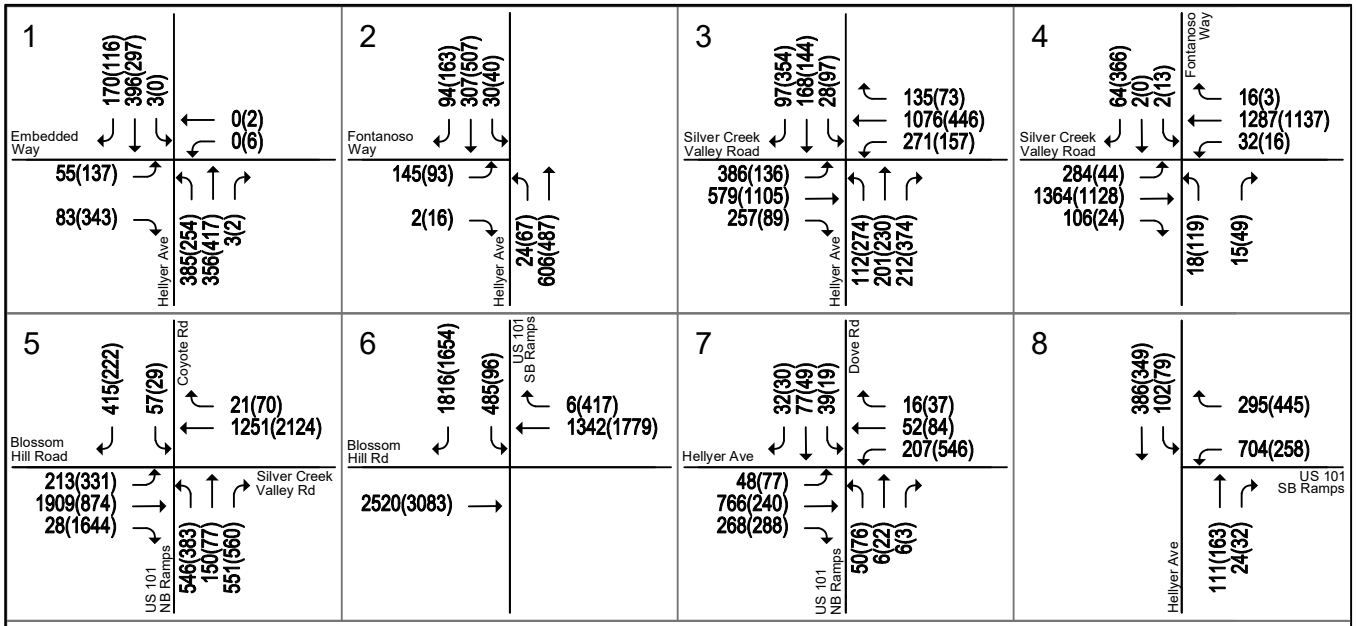


LEGEND:

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

Background Traffic Volumes 8-17-22

Figure 20
Background Plus Project Traffic Volumes



LEGEND:

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

Background Plus Project Traffic Volumes 8-17-22

the project site is discussed below. Figure 21 indicates the project trips at each of the driveways along Embedded Way as well as Hellyer Avenue.

The driveway at the western terminus of Embedded Way will have no conflicting traffic from the west and there are no obstructions that would restrict traffic flow into or out of the driveway. Therefore, vehicle queuing issues are not expected to occur at the driveway at the western terminus of Embedded Way.

On-Site Circulation

On-site vehicular circulation was reviewed in accordance with the City of San Jose Zoning Code and generally accepted traffic engineering standards. In general, the proposed site plan would provide vehicle traffic with adequate connectivity through the parking areas.

As stated previously, the City's standard minimum width for two-way drive aisles with 90-degree parking along both sides of the aisle is 26 feet wide. This allows sufficient room for vehicles to back out of the parking spaces. Based on the site plan, the drive aisles are lined with 90-degree parking stalls on both sides and measured as 26 feet wide. Therefore, the proposed drive aisle widths would satisfy the City's requirement.

As shown in Figure 21, there is one dead-end aisle located at the front side of the building facing Embedded Way. Space is provided at the dead-end aisle to allow vehicles to back out of adjacent parking spaces. However, drivers that enter the aisle, and discover that there is no available parking, will be required to back out of the parking aisle. Ultimately, City staff will determine the adequacy of the proposed drive aisle width and internal circulation design.

Truck Operations and Turning Templates

The number of trucks that could be generated by the project is not known at this time since there is no specific use or tenant yet identified for the proposed building. However, per the site plan, the project will include 13 truck loading bays and doors. Presuming, that each of the dock doors would turnover a minimum of once per day, an average of 13 trucks per day (26 daily truck trips) may be generated by the project site. The anticipated number of trucks equates to approximately two trucks per hour on average entering or exiting the site when presuming a 12-hour daily operations schedule.

All trucks will be directed to utilize only the driveway located at the western terminus of Embedded Way. A truck turning template using a WB-62 design vehicle is shown in Figure 22. The figure shows the truck route into, out of, and within the project site from the Embedded Way driveway. The turning template shows the truck path inbound from westbound Embedded Way northbound into the driveway. The right-hand turn is sharper than 90 degrees. To negotiate the turn, trucks would need to use both westbound travel lanes on Embedded Way and would require crossing into the southbound (outbound) lane of the site driveway. Because of the sharp curve, the trucks would be crossing into the lane of oncoming traffic at a point with very limited sight distance for outbound vehicles. Therefore, the curb-radii at the existing Embedded Way driveway should be increased to minimize the need for trucks to utilize opposing travel lanes.

Recommendation: All project-generated truck traffic should be directed to utilize only the driveway located at the western terminus of Embedded Way. The use of the western Embedded Way driveway will route all truck traffic through the signal-controlled intersection with Hellyer Avenue whether originating or bound for destinations north or south of the project site. In addition, the project will be required to meet City of San Jose driveway cut and curb radii design standards for the driveway along Embedded Way. The curb-radii at the existing Embedded Way driveway should be increased to minimize the need for trucks to utilize opposing travel lanes.

Figure 21
Project Trips at Site Access Point and On-Site Circulation

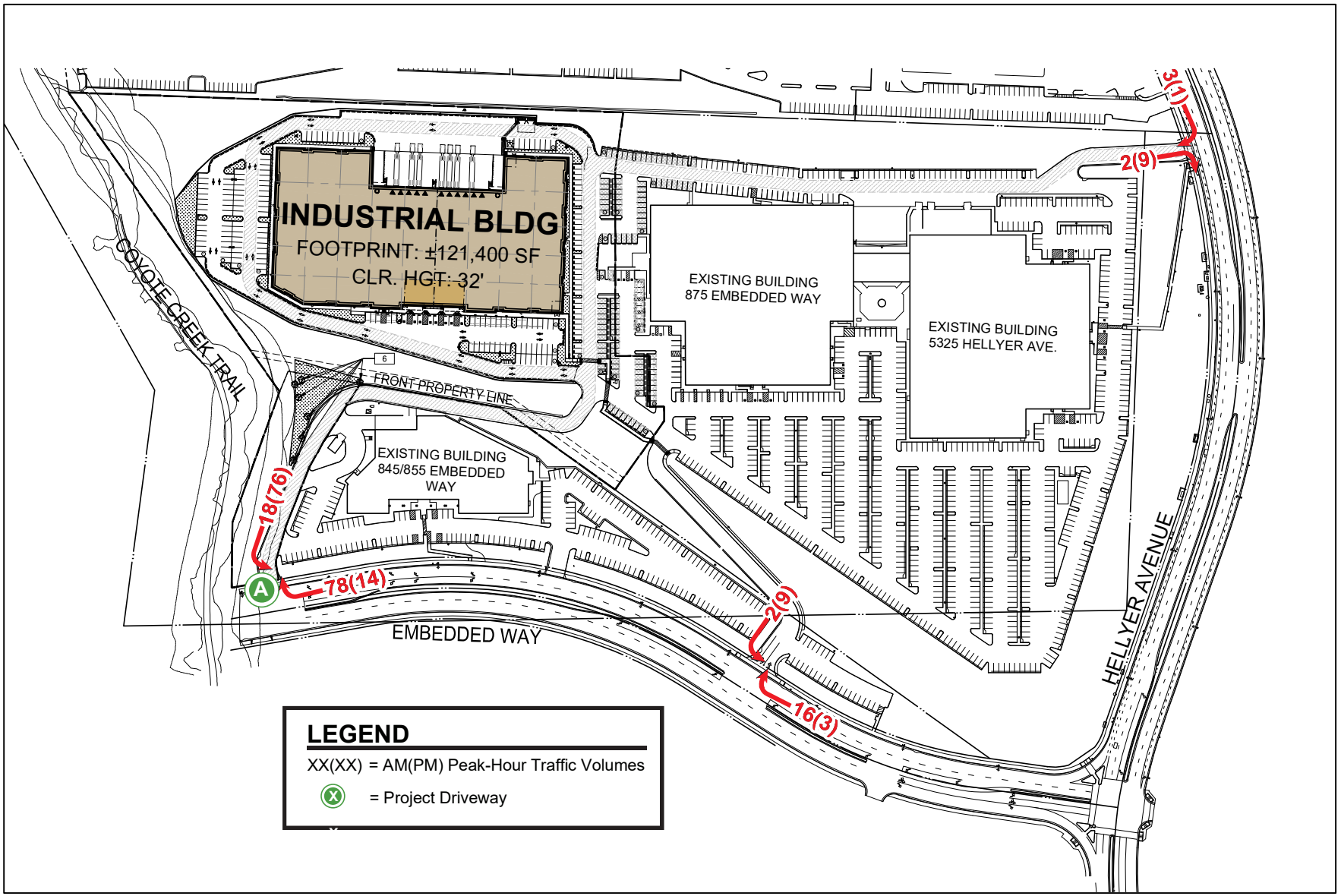
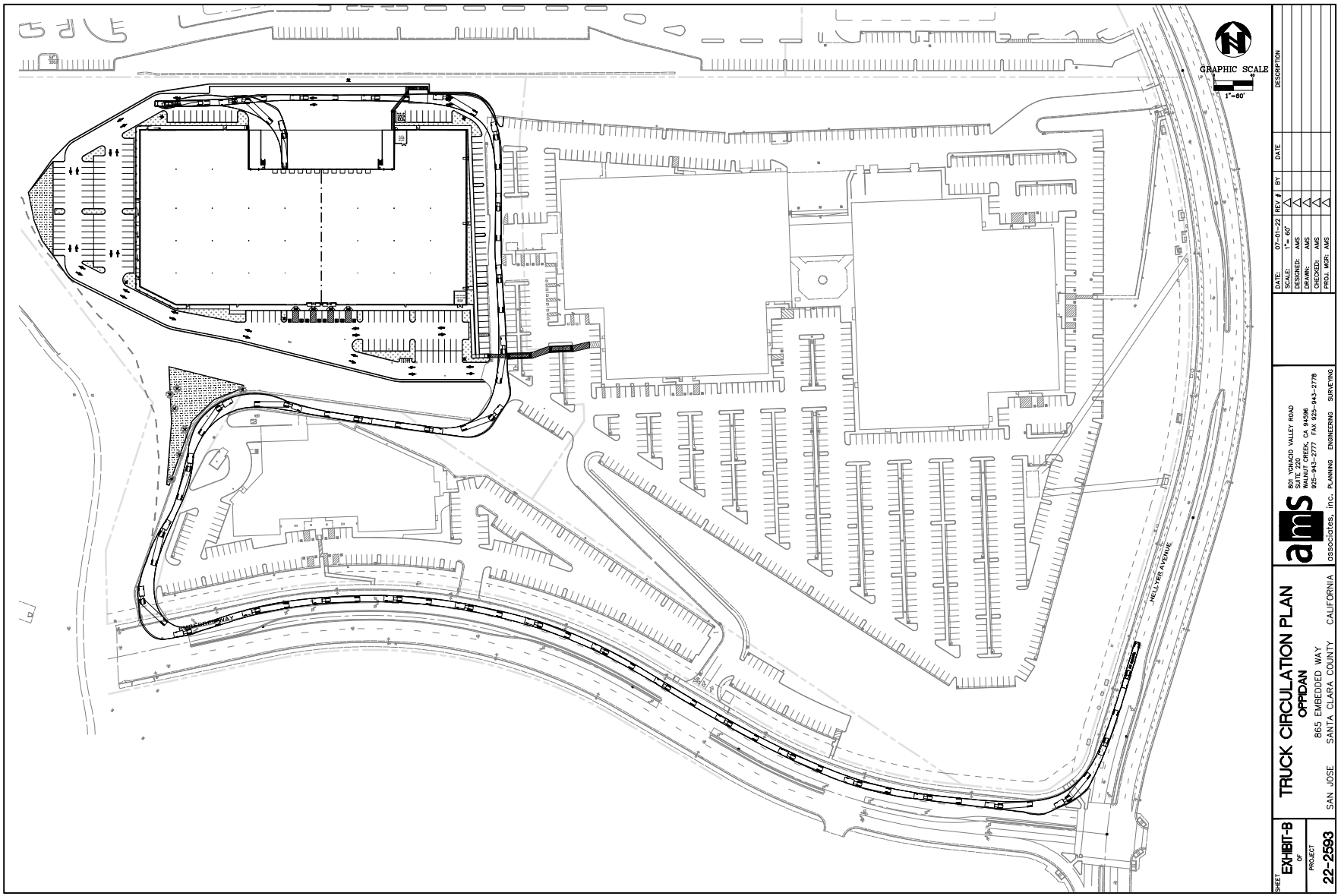


Figure 22
Truck Turning Template



Truck Turning Templates at Loading Docks

The truck turning templates also indicate the maneuvering of trucks into and out of the loading docks located at the rear of the building. The turning templates appear to indicate a WB-62 truck representing the largest semi-trailer truck accessing the site would be able to pull into and out of the loading docks without any issues.

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a substantial number of trips to the left-turn movements. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections. The queuing analysis is presented for informational purposes only since the City of San Jose has not defined a policy related to queuing. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:
P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average # of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles for a particular left-turn movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the left-turn movement. For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. The results of the queuing analysis are summarized in Table 6. The queuing calculations are included in Appendix E.

The vehicle queuing analysis was conducted at several locations as shown in the table. The results show that the 95th-percentile maximum vehicle queues would exceed the existing storage capacity at two locations. The 450-foot estimated maximum queue for the northbound left-turn at Hellyer Avenue and Embedded Way would exceed the existing 400-foot storage capacity in the AM peak hour under background plus project conditions. Note that the 95th-percentile maximum queue would occur approximately one out of twenty cycles in the peak hour. Therefore, the 400-foot storage would be exceeded by 50 feet just once or twice per day, on average.

The estimated maximum queue for the eastbound left turn at Hellyer Avenue and Fontanoso Way would exceed the existing 100-foot storage capacity in both the AM and PM peak hours under background and background plus project conditions. Of these time periods and scenarios, the longest queues would be 175 feet in the AM peak hour under background plus project conditions. The stated storage length of 100 feet is the distance back to the end of the striping for the turn pocket. It should be noted that eastbound/northbound Fontanoso Way is 20 feet wide from the stop bar at Hellyer Avenue back a distance of nearly 200 feet. Therefore, although the striped length of the eastbound left-turn

Table 6
Vehicle Queuing Summary

Measurement	Hellyer Avenue and Embedded Way				Hellyer Avenue and Fontonoso Way		Hellyer Avenue and Silver Creek Valley Road		Fotonoso Way and Silver Creek Valley Road	
	Northbound Left		Eastbound Through/Left		Eastbound Left		Eastbound Left		Eastbound Left	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing Conditions										
Cycle Length (sec)	114	114	114	114	96	96	110	110	110	110
Lanes	1	1	2	2	1	1	2	2	2	2
Volume (vph)	188	227	24	72	50	34	167	105	97	22
Volume (vphpl)	188	227	12	36	50	34	84	53	49	11
95th %. Queue (veh/ln.)	10	12	2	3	3	3	5	4	4	1
95th %. Queue (ft./ln)[1]	250	300	50	75	75	75	125	100	100	25
Storage (ft./ ln.)	400	400	225	225	100	100	300	300	275	275
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Background Conditions										
Cycle Length (sec)	114	114	114	114	96	96	110	110	110	110
Lanes	1	1	2	2	1	1	2	2	2	2
Volume (vph)	317	241	49	112	118	88	359	131	257	39
Volume (vphpl)	317	241	25	56	118	88	180	66	129	20
95th %. Queue (veh/ln.)	16	12	2	4	6	5	10	5	7	2
95th %. Queue (ft./ln)[1]	400	300	50	100	150	125	250	125	175	50
Storage (ft./ ln.)	400	400	225	225	100	100	300	300	275	275
Adequate (Y/N)	YES	YES	YES	YES	**NO**	**NO**	YES	YES	YES	YES
Background Plus Project Conditions										
Cycle Length (sec)	114	114	114	114	96	96	110	110	110	110
Lanes	1	1	2	2	1	1	2	2	2	2
Volume (vph)	385	254	55	137	145	93	386	136	284	44
Volume (vphpl)	385	254	28	69	145	93	193	68	142	22
95th %. Queue (veh/ln.)	18	13	3	5	7	5	10	5	8	2
95th %. Queue (ft./ln)[1]	450	325	75	125	175	125	250	125	200	50
Storage (ft./ ln.)	400	400	225	225	100	100	300	300	275	275
Adequate (Y/N)	**NO**	YES	YES	YES	**NO**	**NO**	YES	YES	YES	YES

Notes:
[1] Assumes 25 feet per vehicle queued

pocket is 100 feet, the effective storage would be adequate to accommodate the 175-foot maximum vehicle queue.

Signal Warrant Analysis

The need for signalization of an unsignalized intersection is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service, but simply provides an indication of whether vehicular peak hour traffic volumes are, or would be, sufficient to justify the installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Peak-hour traffic signal warrant checks were conducted for the following two unsignalized study intersections.

7. US 101 Northbound Ramps and Hellyer Avenue
8. US 101 Southbound Ramps and Hellyer Avenue

The results indicate that each of the unsignalized intersections currently has and/or is projected to have traffic volumes that exceed the thresholds that warrant signalization during at least one peak hour under all study scenarios. Although the signal warrants are projected to be met at the two US 101 and Hellyer Avenue study intersections, the installation of traffic signals to improve safety at these two intersections is not necessary due to the existing all-way stop controls requiring all vehicles traveling through the intersections to stop before proceeding. Future planned improvements for the US-101 and Hellyer Avenue interchange include widening the overcrossing from two to four lanes and installing traffic signals at each of the two off-ramp intersections. This will entail widening the existing bridge structure, acquisition of right-of-way, utility location, and the removal of trees. The phasing, funding, or construction for interchange improvement at US-101 and Hellyer Avenue has not yet been identified. However, this improvement was identified as one of the three gateways in the original 2000 EIR and will be constructed by the buildout of the Edenvale Area Development Policy. The traffic signal warrant calculations are included in Appendix F

Sight Distance

Adequate sight distance (sight distance triangles) should be provided at the project driveways in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway and locate sufficient gaps in traffic flow. The minimum acceptable sight distance is often considered the AASHTO stopping sight distance.

Sight distance at the westernmost driveway on Embedded Way would be adequate. There is (or appears to be) no parking on Embedded Way, no apparent visual obstructions and since Embedded Way dead-ends at the site and speeds are very low.

Vehicle Parking Requirement

According to the City of San Jose Zoning Code (Section 20.90.060), both R&D and light industrial uses are required to provide one off-street vehicle parking space per 350 s.f. of floor area. According to the

City's Zoning Code, "floor area" is defined as 85 percent of the "total gross floor area" of the building which equates to 103,573 s.f. Based on the City's parking requirements, the project is required to provide 296 off-street vehicle parking spaces for R&D and light industrial/manufacturing uses. The site plan indicates that a total of 299 vehicular parking spaces are proposed on-site. The on-site parking will consist of 179 new parking spaces as well as 120 existing spaces that will be dedicated for project use per a development agreement with adjacent properties (*Declaration of Covenants, Conditions, Restrictions and Easements for Edenvale Technology Park, Article 2 Project Easements, July 2018*) provided in Appendix H. The site plan presented in Figure 2 indicates the existing parking spaces to be dedicated for project use. Therefore, the proposed parking would exceed the required 296 parking spaces based on the City's requirements.

Bicycle Parking Requirement

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-190), both R&D and industrial uses are required to provide one bicycle parking space per 5,000 s.f. of floor area. Based on the City's bicycle parking requirements and the total gross floor areas as calculated above in the vehicle parking section, the project is required to provide 21 bicycle parking spaces for R&D and industrial/manufacturing uses. Of the required bicycle parking, City standards require that 80 percent be short-term bicycle spaces and 20 percent be secured long-term bicycle spaces. This equates to 17 short-term bicycle parking spaces and 4 long-term bicycle parking spaces. The proposed 25 bicycle parking spaces on-site, located at the front of the project building facing Embedded Way, would be more than the 21 required number of parking spaces based on the City's requirements.

Pedestrian, Bicycle, and Transit Analysis

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

The Envision 2040 General Plan identifies goals and policies that are dedicated to the enhancement of the transportation infrastructure, including public transit and pedestrian/bike facilities. The Transportation Policies contained in the General Plan create incentives for non-auto modes of travel while reducing the use of single-occupant automobile travel as generally described below:

- Through the entitlement process for new development, funds are needed for transportation improvements for all transportation modes, giving first consideration to the improvement of bicycling walking, and transit facilities.
- Give priority to the funding of multi-modal projects to provide the most benefit to all users of the transportation system.
- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)
- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.

Pedestrian Facilities

Pedestrian facilities consist of sidewalks and crosswalks in the project vicinity, as well as the Coyote Creek multi-use trail. Sidewalks are found along both sides of Hellyer Avenue, Embedded Way, and Fontanoso Way. Other pedestrian facilities in the project area include crosswalks and pedestrian push buttons at all signalized intersections in the project vicinity.

The existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Bicycle Facilities

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

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

The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class II bike lanes are planned for:

- Coyote Road, between Silver Creek Valley Road and Continental Drive

Class IV protected bike lanes are planned for:

- Hellyer Avenue, between Senter Road and Silicon Valley Road
- Silver Creek Valley Road, along its entire length

Transit Services

The project site is not well served by bus or rail service. Bus service in the project vicinity is provided by VTA local route 42 only. Route 42 travels along Silver Creek Valley Road and Hellyer Avenue in the project vicinity and provides service between Evergreen Valley College and Kaiser San Jose. Route 42 runs on 60-minute headways between 6:00 AM and 7:00 PM and provides service to the Blossom Hill Caltrain station. The Blossom Hill Caltrain Station is located about two miles from the project site at the intersection of Monterey Road/Ford Road. Local Route 42 has stops just west of the intersection of Silver Creek Valley Road and Hellyer Avenue, about 0.6 miles from the project site.

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

Freeway Ramp Analyses

Queuing analysis was performed for the freeway ramps at the US 101 and Blossom Hill Road interchange, where the project would add the most trips to. It should be noted that the evaluation of freeway ramps is not required based on the City's transportation analysis guidelines. Nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

Freeway On-Ramp Queuing Analysis

The US 101 freeway southbound on-ramp from westbound Blossom Hill Road is currently not metered. However, there still would not be a queuing issue at this on-ramp during the PM peak hour under background plus project conditions because the projected volumes would be less than Caltrans' typical 900 vehicles per hour metered freeway on-ramp capacity.

Freeway Off-Ramp Queuing Analysis

The results of the freeway off-ramp queuing analysis (see Table 7) show that the 95th percentile queue lengths at the US 101 northbound off-ramp to Blossom Hill Road are projected to be accommodated entirely on the ramp and would not extend back and disrupt operations on the freeway mainline. The freeway off-ramp queuing calculations are included in Appendix G.

Table 7
Freeway Off-Ramp Queuing Analysis

Scenario		Queue Length[1] (feet) US 101 NB Ramps and Blossom Hill Road NBT/L	NBR	Total
Existing Storage				**4,150**
Existing	AM	1,200	575	1,775
	PM	600	200	800
Background	AM	1,350	1,275	2,625
	PM	750	1,150	1,900
Background Plus Project	AM	1,275	1,350	2,625
	PM	750	1,175	1,925
Maximum				**2,625**
Storage - Maximum				**1,525**

Notes:
[1]Queue lengths were obtained from Traffix assuming 25 feet per vehicle.
[2]NBT/L = northbound through/left and NBR = northbound right

5. Conclusions

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose *Transportation Analysis Handbook 2020*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2020*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose Transportation Analysis Handbook identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

Per the City of San Jose VMT screening criteria, industrial uses of 30,000 s.f. or less and office uses of 10,000 s.f. or less are considered small infill projects and do not require a CEQA VMT evaluation since the VMT generated by such a small project would likely not result in a significant impact on VMT. However, the proposed 121,850 s.f. of building space would exceed the City's small industrial and office infill size thresholds. Therefore, the proposed project would not meet the screening criterion for VMT analysis exemption.

Project Impacts and Mitigation Measures

Project Impact: The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the use of the proposed building for warehouse/industrial uses is projected to generate 15.12 VMT per employee and R&D uses is projected to generate 14.95 VMT per employee, both of which would exceed the established impact thresholds of 14.37 VMT per employee for industrial employment uses and 12.21 VMT per employee for office employment uses. Therefore, the project would result in an impact on the transportation system based on the City's VMT impact criteria.

Mitigation Measures: Based on preliminary direction from City staff, the project will be required to implement the following multi-modal facility improvements to reduce the project's VMT impact to less than significant levels for the use of the proposed building as either warehouse/industrial or office uses:

- Provide Pedestrian Network Improvements for Active Transportation (Tier 2 – Pedestrian Access Improvements): Implement pedestrian improvements both on-site and in the surrounding area. Improving pedestrian connections encourages people to walk instead of driving and reduces VMT. The project will be required to remove the pork-chop islands on the southwest and northwest corners at the Embedded Way and Hellyer Avenue intersection to improve pedestrian safety and access. This improvement will require a signal modification at this intersection that will include the relocation of signal poles, heads, and crosswalks. **and**
- Provide Traffic Calming Measures (Tier 2 – Traffic Calming Measures): Implement pedestrian/bicycle safety and traffic calming measures both on-site and in the surrounding neighborhood. Providing traffic calming measures promotes walking and biking as an alternative to driving. The project will be required to install raised median islands along Embedded Way consisting of a 120-foot segment at its western terminus and a 190-foot segment near the Embedded Way and Hellyer Avenue intersection.

The implementation of the Tier 2 mitigation measures described above would reduce the VMT generated by the warehouse/industrial uses to 14.52 per employee and 14.36 per office employee which would both still be greater than the established impact thresholds. The project's VMT could be reduced further with the implementation of Travel Demand Management (TDM) measures that may include the following:

- Commute Trip Reduction Marketing/Education: Implement marketing/educational campaigns that promote the use of transit, shared rides, and travel through active modes for 25% of the project employees. Strategies may include the incorporation of alternative commute options into new employee orientations, event promotions, and publications.
- Subsidize Vanpool: Provide subsidies for individuals forming new vanpools for their commute. This encourages the use of vanpools, reducing drive-alone trips, and thereby reducing VMT. The project would be required to subsidize 100% of the cost of the vanpool cost with at least 25% employee participation.

The implementation of Tier 2 mitigation measures and TDM plan would reduce the projected VMT to 12.34 VMT per employee for warehouse uses and 12.20 VMT per employee for office uses, which would reduce the project impact to less than significant for both uses of the proposed building. Figures 15 and 16 show the VMT evaluation summary with mitigation generated by the City's VMT Evaluation Tool for the use of the proposed building for warehouse/industrial and R&D space, respectively.

The TDM measures must be incorporated within a TDM plan for the project and submitted to the City for approval. The applicant will need to work with the City to ensure the TDM measures are implemented by the building tenants or identify other TDM measures deemed appropriate for the building uses. Therefore, the ultimate TDM measures may differ from those identified above so long as the measures meet the required VMT reduction of 5.4 percent for warehouse uses and 19.6 percent for R&D uses and are approved by City staff.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan's goals and policies. If a project is determined to be inconsistent

with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

According to the Envision San Jose 2040 General Plan, the project site is designated for *industrial park* uses. The industrial park designation is an industrial designation intended for a wide variety of industrial users such as research and development, manufacturing, assembly, testing, and offices. Since the *industrial park* designation allows employment uses, the proposed industrial project is consistent with the Envision San Jose 2040 General Plan and would not require a General Plan Amendment (GPA). The project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

The intersection operations analysis completed as part of the LTA is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

Project Trip Generation

After applying the ITE trip rates and appropriate trip reductions to the proposed project, it is estimated that the proposed project would generate 1,262 daily trips, with 118 trips (96 inbound and 22 outbound) occurring during the AM peak hour and 111 trips (18 inbound and 93 outbound) occurring during the PM peak hour.

Recommended Site Access and On-Site Circulation Improvements

The following improvements are recommended to improve access to the project site and on-site circulation:

- All project-generated truck traffic should be directed to utilize only the driveway located at the western terminus of Embedded Way. The use of the western Embedded Way driveway will route all truck traffic through the signal-controlled intersection with Hellyer Avenue whether originating or bound for destinations north or south of the project site. In addition, the project will be required to meet City of San Jose driveway cut and curb radii design standards for the driveway along Embedded Way. The curb-radii at the existing Embedded Way driveway should be increased to minimize the need for trucks to utilize opposing travel lanes.

Parking Supply

Vehicular Parking

According to the City of San Jose Zoning Code (Section 20.90.060), both R&D and light industrial uses are required to provide one off-street vehicle parking space per 350 s.f. of floor area. According to the City's Zoning Code, "floor area" is defined as 85 percent of the "total gross floor area" of the building which equates to 103,573 s.f. Based on the City's parking requirements, the project is required to provide 296 off-street vehicle parking spaces for R&D and light industrial/manufacturing uses. The site plan indicates that a total of 299 vehicular parking spaces are proposed on-site. The on-site parking will consist of 179 new parking spaces as well as 120 existing spaces that will be dedicated for project use per a development agreement with adjacent parcels. The site plan presented in Figure 2 indicates the existing parking spaces to be dedicated for project use. Therefore, the proposed parking would exceed the required 296 parking spaces based on the City's requirements.

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-190), both R&D and industrial uses are required to provide one bicycle parking space per 5,000 s.f. of floor area. Based on the City's bicycle parking requirements and the total gross floor areas as calculated above in the vehicle parking section, the project is required to provide 21 bicycle parking spaces for R&D and industrial/manufacturing uses. Of the required bicycle parking, City standards require that 80 percent be short-term bicycle spaces and 20 percent be secured long-term bicycle spaces. This equates to 17 short-term bicycle parking spaces and 4 long-term bicycle parking spaces. The proposed 25 bicycle parking spaces on-site, located at the front of the project building facing Embedded Way, would be more than the 21 required number of parking spaces based on the City's requirements.

Pedestrian, Bicycle, and Transit Facilities

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

Pedestrian Facilities

Pedestrian facilities consist of sidewalks and crosswalks in the project vicinity, as well as the Coyote Creek multi-use trail. Sidewalks are found along both sides of Hellyer Avenue, Embedded Way, and Fontanoso Way. Other pedestrian facilities in the project area include crosswalks and pedestrian push buttons at all signalized intersections in the project vicinity.

The existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Bicycle Facilities

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

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

The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class II bike lanes are planned for:

- Coyote Road, between Silver Creek Valley Road and Continental Drive

Class IV protected bike lanes are planned for:

- Hellyer Avenue, between Senter Road and Silicon Valley Road
- Silver Creek Valley Road, along its entire length

Transit Services

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

Embedded Way Industrial Development Transportation Analysis

Technical Appendices

April 3, 2023

Appendix A
San Jose VMT Evaluation Tool Output Sheet

VMT Analysis (Industrial)

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Embedded Wy Industrial
Location: Embedded Way, San Jose, CA
Parcel: 67901020 Parcel Type: Suburb with Single-Family Homes
Tool Version: 2/29/2019
Date: 9/21/2022

Proposed Parking Spaces Vehicles: 299 Bicycles: 25

LAND USE:

Residential:	
Single Family	0 DU
Multi Family	0 DU
Subtotal	0 DU
Office:	0 KSF
Retail:	0 KSF
Industrial:	121.9 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)	15
With Project Density (DU/Residential Acres in half-mile buffer)	15

Increase Development Diversity

Existing Activity Mix Index	0.49
With Project Activity Mix Index	0.52

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)	16

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

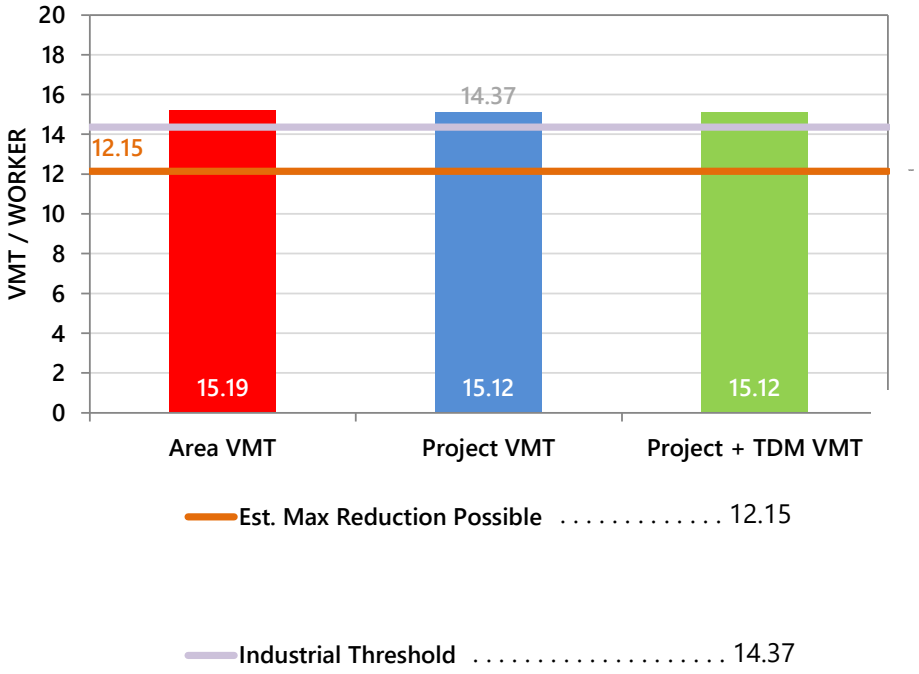
Tier 4 - TDM Programs

VMT Analysis (Industrial)

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 and per industrial worker VMT above the City's threshold.



VMT Analysis with Mitigation Measures Industrial

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Embedded Wy Industrial
Tool Version: 2/29/2019
Location: Embedded Way, San Jose, CA
Date: 4/3/2023
Parcel: 67901020 Parcel Type: Suburb with Single-Family Homes

Proposed Parking Spaces Vehicles: 299 Bicycles: 25

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	0 KSF		
Industrial:	121.9 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 15
- With Project Density (DU/Residential Acres in half-mile buffer) 15

Increase Development Diversity
- Existing Activity Mix Index 0.49
- With Project Activity Mix Index 0.52

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) 16

Tier 2 - Multimodal Infrastructure

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

Pedestrian Network Improvements *(In Coordination with SJ)*
- Are pedestrian improvements provided beyond the development frontage? . . . . . Yes

Tier 3 - Parking

Tier 4 - TDM Programs

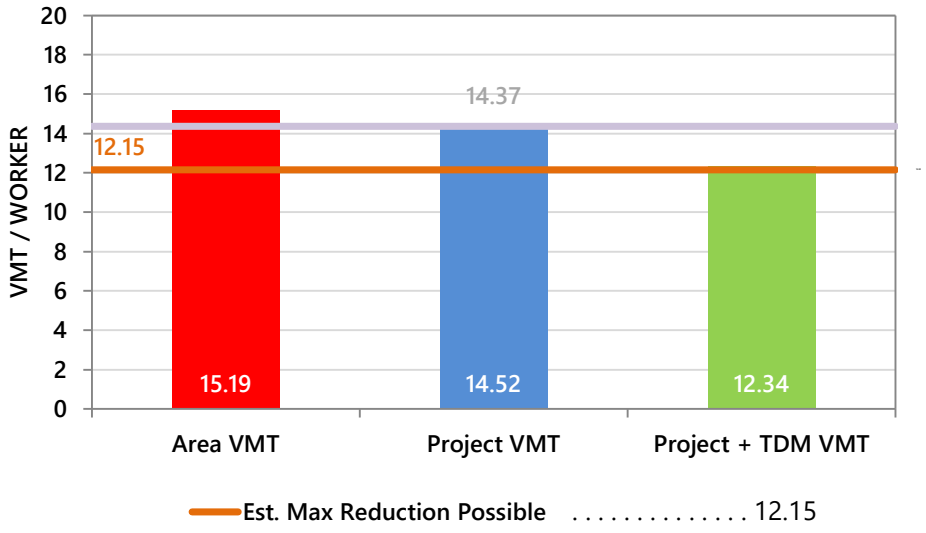
Commute Trip Reduction Marketing/ Education
- Percent of Eligible Employees . . . . . 25 %

Subsidize Vanpools
- Percent of Vanpool Cost Subsidized by Employer . . . . . 100 %
- Percent of Eligible Eemployees . . . . . 25 %

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. There are selected strategies that require coordination with the City of San Jose to implement.



VMT Analysis (Office)

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Embedded Wy Industrial
Location: Embedded Way, San Jose, CA
Parcel: 67901020 Parcel Type: Suburb with Single-Family Homes

Tool Version: 2/29/2019
Date: 9/21/2022

Proposed Parking Spaces Vehicles: 299 Bicycles: 25

LAND USE:

Residential:		
Single Family	0	DU
Multi Family	0	DU
Subtotal	0	DU
Office:	125	KSF
Retail:	0	KSF
Industrial:	0	KSF

Percent of All Residential Units

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

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density

Existing Density (DU/Residential Acres in half-mile buffer)	15
With Project Density (DU/Residential Acres in half-mile buffer)	15

Increase Development Diversity

Existing Activity Mix Index	0.49
With Project Activity Mix Index	0.54

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)	21

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

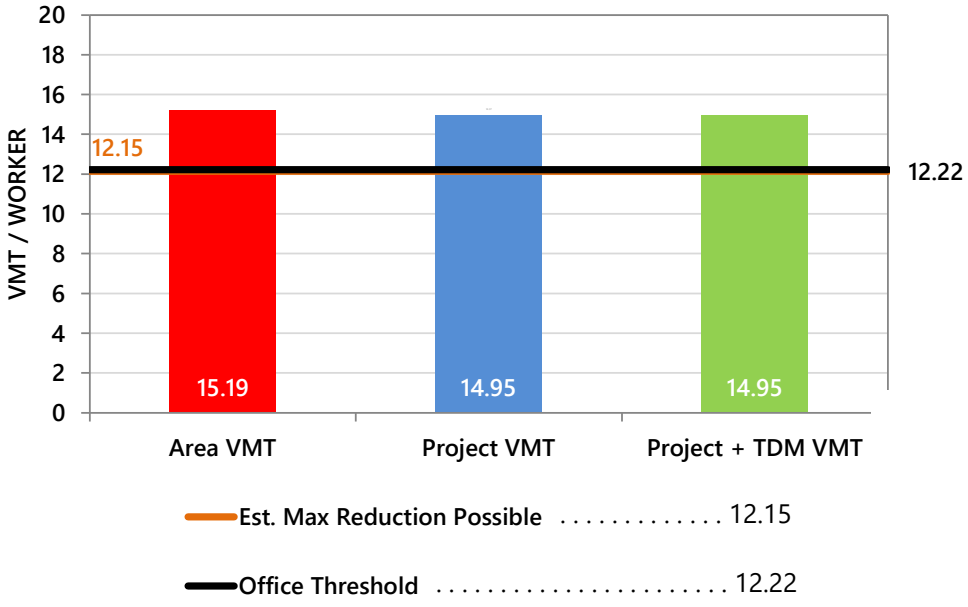
Tier 4 - TDM Programs

VMT Analysis (Office)

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 and per industrial worker VMT above the City's threshold.



VMT Analysis with Mitigation Measures (R&D)

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Embedded Wy Industrial
Location: Embedded Way, San Jose, CA
Parcel: 67901020 Parcel Type: Suburb with Single-Family Homes
Proposed Parking Spaces Vehicles: 299 Bicycles: 25

Tool Version: 2/29/2019
Date: 4/3/2023

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:	125 KSF		
Retail:	0 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 15
- With Project Density (DU/Residential Acres in half-mile buffer) 15

Increase Development Diversity
- Existing Activity Mix Index 0.49
- With Project Activity Mix Index 0.54

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) 21

Tier 2 - Multimodal Infrastructure

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

Pedestrian Network Improvements *(In Coordination with SJ)*
- Are pedestrian improvements provided beyond the development frontage? . . . . . Yes

Tier 3 - Parking

Tier 4 - TDM Programs

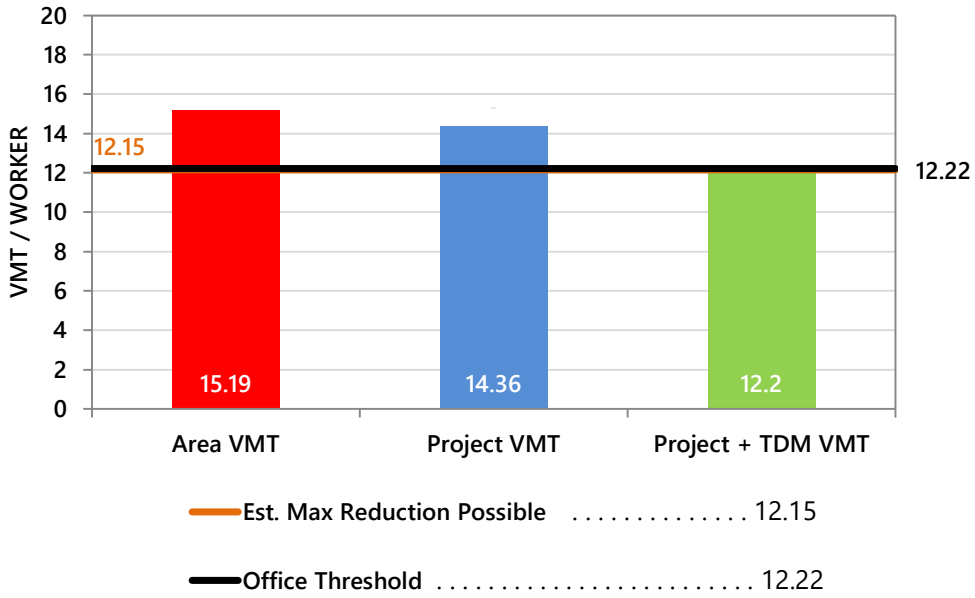
Commute Trip Reduction Marketing/ Education
- Percent of Eligible Employees . . . . . 25 %

Subsidize Vanpools
- Percent of Vanpool Cost Subsidized by Employer . . . . . 100 %
- Percent of Eligible Eemployees . . . . . 25 %

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. There are selected strategies that require coordination with the City of San Jose to implement.



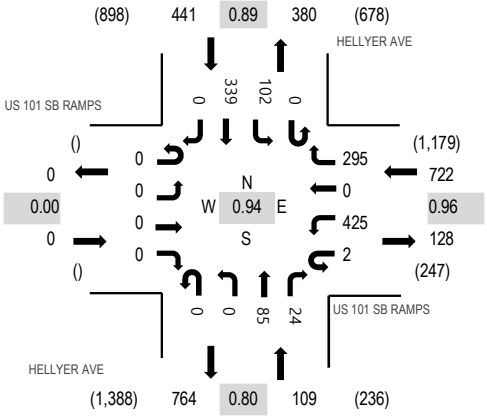
Appendix B
Traffic Counts

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

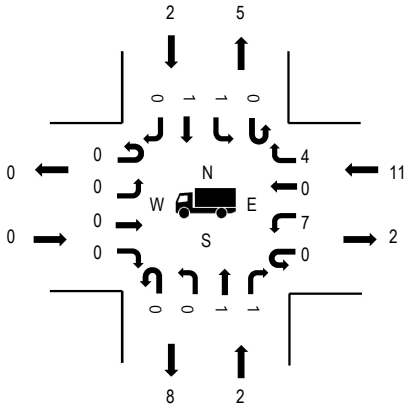
Location: 1 HELLYER AVE & US 101 SB RAMPS AM
Date: Tuesday, June 7, 2022
Peak Hour: 07:50 AM - 08:50 AM
Peak 15-Minutes: 08:05 AM - 08:20 AM

Peak Hour

Motorized Vehicles



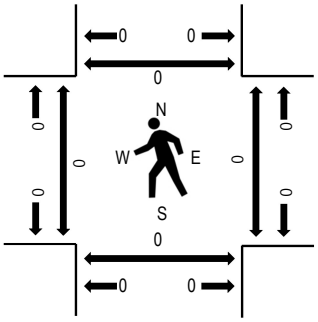
Heavy Vehicles



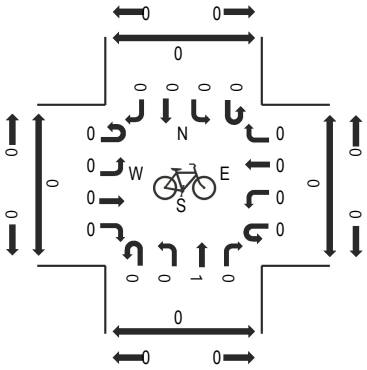
	HV%	PHF
EB	0.0%	0.00
WB	1.5%	0.96
NB	1.8%	0.80
SB	0.5%	0.89
All	1.2%	0.94

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	HELLYER AVE Northbound				US 101 SB RAMPS Eastbound				HELLYER AVE Southbound				US 101 SB RAMPS Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	7	1	0	0	0	0	0	5	31	0	0	16	0	14	74	1,127
7:05 AM	0	0	8	4	0	0	0	0	0	6	29	0	0	14	0	15	76	1,135
7:10 AM	0	0	9	0	0	0	0	0	0	8	45	0	0	14	0	15	91	1,181
7:15 AM	0	0	10	2	0	0	0	0	0	5	24	0	0	22	0	10	73	1,206
7:20 AM	0	0	10	1	0	0	0	0	0	5	32	0	0	16	0	12	76	1,234
7:25 AM	0	0	2	2	0	0	0	0	0	6	39	0	0	26	0	19	94	1,269
7:30 AM	0	0	3	6	0	0	0	0	0	9	29	0	0	23	0	22	92	1,260
7:35 AM	0	0	17	3	0	0	0	0	0	12	36	0	0	15	0	25	108	1,257
7:40 AM	0	0	11	1	0	0	0	0	0	6	31	0	0	19	0	29	97	1,252
7:45 AM	0	0	9	2	0	0	0	0	0	11	27	0	0	27	0	17	93	1,266
7:50 AM	0	0	9	2	0	0	0	0	0	15	40	0	0	24	0	30	120	1,272
7:55 AM	0	0	15	3	0	0	0	0	0	15	32	0	0	37	0	31	133	1,246
8:00 AM	0	0	7	2	0	0	0	0	0	7	18	0	0	29	0	19	82	1,186
8:05 AM	0	0	4	3	0	0	0	0	0	12	35	0	0	35	0	33	122	
8:10 AM	0	0	6	2	0	0	0	0	0	8	34	0	0	33	0	33	116	
8:15 AM	0	0	5	3	0	0	0	0	0	12	28	0	0	33	0	20	101	
8:20 AM	0	0	12	1	0	0	0	0	0	9	24	0	0	34	0	31	111	
8:25 AM	0	0	9	0	0	0	0	0	0	2	21	0	0	33	0	20	85	
8:30 AM	0	0	0	0	0	0	0	0	0	0	30	0	1	35	0	23	89	
8:35 AM	0	0	8	1	0	0	0	0	0	13	21	0	1	43	0	16	103	
8:40 AM	0	0	5	4	0	0	0	0	0	9	32	0	0	41	0	20	111	
8:45 AM	0	0	5	3	0	0	0	0	0	0	24	0	0	48	0	19	99	
8:50 AM	0	0	7	4	0	0	0	0	0	6	23	0	0	43	0	11	94	
8:55 AM	0	0	4	4	0	0	0	0	0	10	22	0	0	21	0	12	73	
Count Total	0	0	182	54	0	0	0	0	0	191	707	0	2	681	0	496	2,313	
Peak Hour	0	0	85	24	0	0	0	0	0	102	339	0	2	425	0	295	1,272	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	1	0	0	0	1	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	2	2	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	2	1	3	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	1	0	0	0	1	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	1	1	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	2	2	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	1	0	0	0	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	1	1	2	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	2	2	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	2	2	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	1	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	1	1	8:40 AM	1	0	0	0	1	8:40 AM	0	0	0	0	0
8:45 AM	1	0	0	1	2	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	1	1	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	3	0	4	15	22	Count Total	2	0	0	0	2	Count Total	0	0	0	0	0
Peak Hour	2	0	2	11	15	Peak Hour	1	0	0	0	1	Peak Hour	0	0	0	0	0

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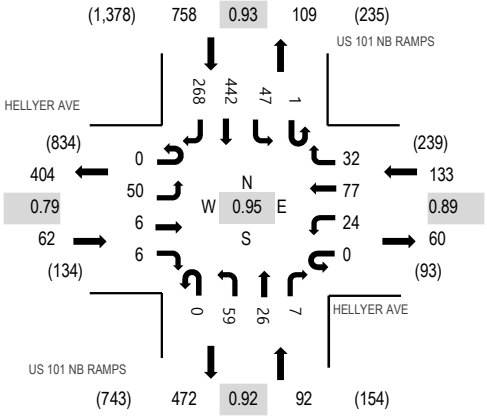
Location: 2 US 101 NB RAMPS & HELLYER AVE AM
Date: Tuesday, June 7, 2022
Peak Hour: 07:55 AM - 08:55 AM
Peak 15-Minutes: 08:40 AM - 08:55 AM

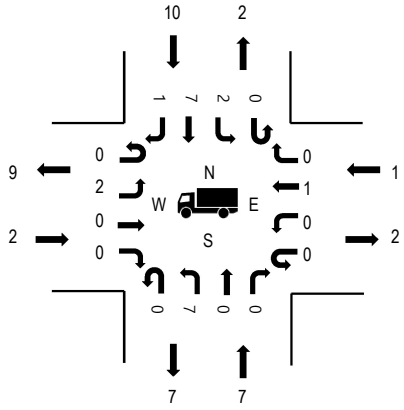
Peak Hour

Motorized Vehicles



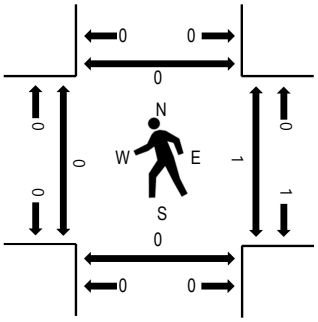
Note: Total study counts contained in parentheses.

Heavy Vehicles

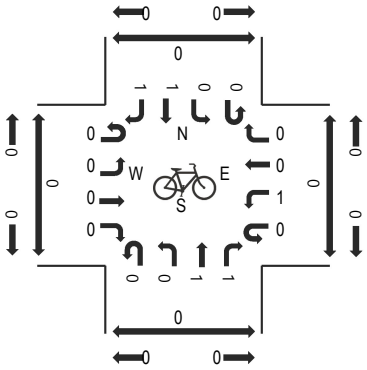


	HV%	PHF
EB	3.2%	0.79
WB	0.8%	0.89
NB	7.6%	0.92
SB	1.3%	0.93
All	1.9%	0.95

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	US 101 NB RAMPS Northbound				HELLYER AVE Eastbound				US 101 NB RAMPS Southbound				HELLYER AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	4	2	0	0	5	1	0	0	1	18	33	0	0	1	0	65	891
7:05 AM	0	1	4	0	0	6	0	0	0	2	15	28	0	1	2	4	63	897
7:10 AM	0	1	1	0	0	4	2	0	0	2	16	37	0	0	8	4	75	924
7:15 AM	0	9	3	0	0	2	0	0	0	1	19	22	0	0	6	6	68	936
7:20 AM	0	1	1	0	0	8	2	0	0	1	16	28	0	2	3	1	63	953
7:25 AM	0	0	0	0	0	2	1	0	0	2	33	29	0	2	6	2	77	984
7:30 AM	0	3	2	0	0	6	0	1	0	2	24	35	0	0	3	5	81	981
7:35 AM	0	3	4	0	0	11	2	0	0	2	17	28	0	1	5	3	76	982
7:40 AM	0	4	0	0	0	5	0	0	1	4	18	26	0	3	5	5	71	991
7:45 AM	0	4	1	0	0	7	1	0	0	1	25	23	0	0	8	3	73	1,017
7:50 AM	0	5	2	0	0	5	0	0	0	4	31	25	0	0	3	3	78	1,030
7:55 AM	0	7	2	0	0	13	1	0	1	5	39	25	0	0	6	2	101	1,045
8:00 AM	0	3	3	1	0	3	2	0	0	4	28	15	0	1	8	3	71	1,014
8:05 AM	0	7	1	0	0	1	0	0	0	3	33	34	0	0	6	5	90	
8:10 AM	0	2	3	3	0	5	0	2	0	5	29	29	0	4	4	1	87	
8:15 AM	0	6	2	1	0	1	0	0	0	6	35	23	0	2	4	5	85	
8:20 AM	0	5	1	1	0	10	0	0	0	4	32	25	0	3	11	2	94	
8:25 AM	0	4	3	0	0	5	0	0	0	3	31	18	0	0	9	1	74	
8:30 AM	0	4	1	0	0	0	0	0	0	3	37	25	0	3	9	0	82	
8:35 AM	0	7	3	1	0	2	1	1	0	5	38	21	0	1	3	2	85	
8:40 AM	0	3	4	0	0	2	2	0	0	3	49	19	0	5	5	5	97	
8:45 AM	0	4	0	0	0	4	0	1	0	1	50	17	0	4	3	2	86	
8:50 AM	0	7	3	0	0	4	0	2	0	5	41	17	0	1	9	4	93	
8:55 AM	0	3	3	1	0	1	0	0	0	1	27	23	0	2	5	4	70	
Count Total	0	97	49	8	0	112	15	7	2	70	701	605	0	35	132	72	1,905	
Peak Hour	0	59	26	7	0	50	6	6	1	47	442	268	0	24	77	32	1,045	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	2	1	3	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	1	0	1	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	1	0	1	0	2	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	1	1	2	7:35 AM	0	0	0	0	0
7:40 AM	2	0	1	0	3	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	1	0	0	0	1	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	1	0	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	2	0	1	0	3	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	1	0	0	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	2	0	2	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	1	0	3	0	4	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	1	0	1	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0	8:30 AM	1	0	0	0	1	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	1	0	0	0	1	8:35 AM	0	0	0	0	0
8:40 AM	2	0	1	1	4	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	1	1	0	0	2	8:45 AM	0	0	1	1	2	8:45 AM	0	0	0	0	0
8:50 AM	1	0	0	0	1	8:50 AM	0	0	1	0	1	8:50 AM	0	0	0	0	0
8:55 AM	0	0	1	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	11	2	16	2	31	Count Total	2	0	3	2	7	Count Total	0	0	0	1	1
Peak Hour	7	2	10	1	20	Peak Hour	2	0	2	1	5	Peak Hour	0	0	0	1	1

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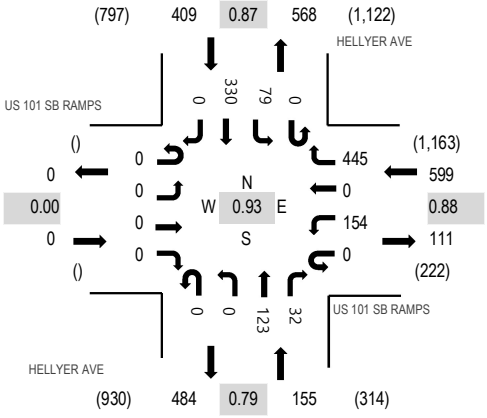
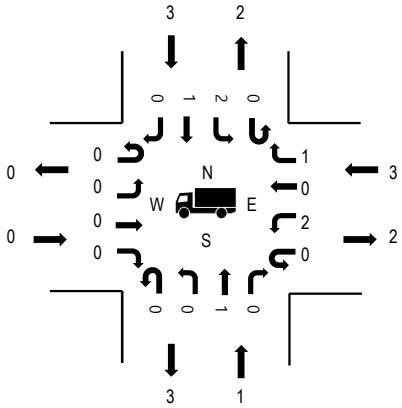
Location: 1 HELLYER AVE & US 101 SB RAMPS PM
Date: Tuesday, June 7, 2022
Peak Hour: 04:55 PM - 05:55 PM
Peak 15-Minutes: 05:40 PM - 05:55 PM

Peak Hour

Motorized Vehicles



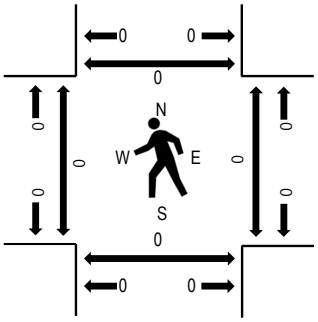
Heavy Vehicles



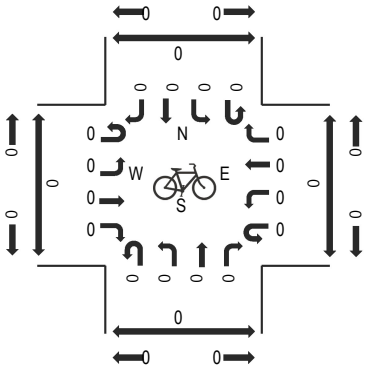
	HV%	PHF
EB	0.0%	0.00
WB	0.5%	0.88
NB	0.6%	0.79
SB	0.7%	0.87
All	0.6%	0.93

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	HELLYER AVE Northbound				US 101 SB RAMPS Eastbound				HELLYER AVE Southbound				US 101 SB RAMPS Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	7	2	0	0	0	0	0	3	23	0	1	8	0	37	81	1,131
4:05 PM	0	0	9	4	0	0	0	0	0	9	36	0	0	5	0	30	93	1,139
4:10 PM	0	0	16	1	0	0	0	0	0	11	32	0	0	14	0	35	109	1,132
4:15 PM	0	0	8	2	0	0	0	0	0	6	24	0	0	17	0	35	92	1,112
4:20 PM	0	0	11	4	0	0	0	0	0	10	26	0	0	6	0	34	91	1,118
4:25 PM	0	0	9	2	0	0	0	0	0	6	19	0	0	7	0	35	78	1,128
4:30 PM	0	0	16	3	0	0	0	0	0	5	38	0	0	12	0	40	114	1,146
4:35 PM	0	0	12	8	0	0	0	0	0	4	24	0	0	11	0	31	90	1,122
4:40 PM	0	0	14	2	0	0	0	0	0	3	27	0	0	18	0	42	106	1,128
4:45 PM	0	0	8	4	0	0	0	0	0	5	22	0	0	9	0	47	95	1,140
4:50 PM	0	0	6	0	0	0	0	0	0	4	28	0	0	11	0	27	76	1,141
4:55 PM	0	0	12	3	0	0	0	0	0	6	32	0	0	10	0	43	106	1,163
5:00 PM	0	0	12	4	0	0	0	0	0	4	31	0	0	7	0	31	89	1,143
5:05 PM	0	0	12	4	0	0	0	0	0	6	21	0	0	8	0	35	86	
5:10 PM	0	0	4	0	0	0	0	0	0	7	23	0	0	14	0	41	89	
5:15 PM	0	0	7	2	0	0	0	0	0	9	33	0	0	19	0	28	98	
5:20 PM	0	0	13	2	0	0	0	0	0	6	27	0	0	13	0	40	101	
5:25 PM	0	0	14	4	0	0	0	0	0	4	27	0	0	11	0	36	96	
5:30 PM	0	0	12	0	0	0	0	0	0	8	27	0	0	11	0	32	90	
5:35 PM	0	0	13	4	0	0	0	0	0	4	26	0	0	15	0	34	96	
5:40 PM	0	0	10	3	0	0	0	0	0	8	35	0	0	14	0	48	118	
5:45 PM	0	0	7	2	0	0	0	0	0	12	20	0	0	14	0	41	96	
5:50 PM	0	0	7	4	0	0	0	0	0	5	28	0	0	18	0	36	98	
5:55 PM	0	0	8	3	0	0	0	0	0	9	14	0	0	15	0	37	86	
Count Total	0	0	247	67	0	0	0	0	0	154	643	0	1	287	0	875	2,274	
Peak Hour	0	0	123	32	0	0	0	0	0	79	330	0	0	154	0	445	1,163	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	1	0	0	1	2	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	1	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	1	0	0	1	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	1	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	1	1	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	2	2	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	1	0	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	1	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	3	0	5	8	16	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	1	0	3	3	7	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

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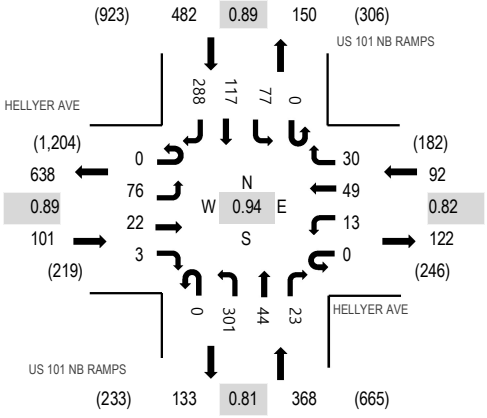
Location: 2 US 101 NB RAMPS & HELLYER AVE PM
Date: Tuesday, June 7, 2022
Peak Hour: 04:55 PM - 05:55 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

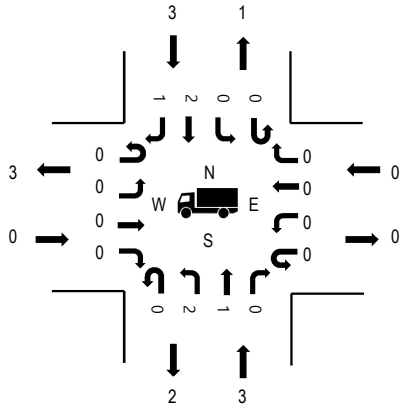
Peak Hour

Motorized Vehicles



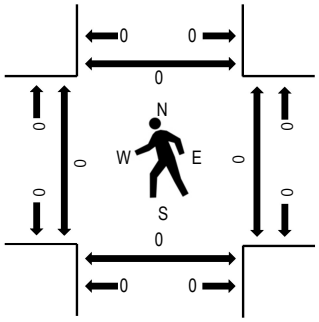
Note: Total study counts contained in parentheses.

Heavy Vehicles

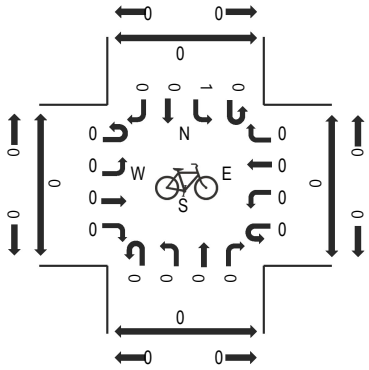


	HV%	PHF
EB	0.0%	0.89
WB	0.0%	0.82
NB	0.8%	0.81
SB	0.6%	0.89
All	0.6%	0.94

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	US 101 NB RAMPS Northbound				HELLYER AVE Eastbound				US 101 NB RAMPS Southbound				HELLYER AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	12	1	2	0	4	1	0	0	9	3	16	0	2	9	5	64	969
4:05 PM	0	23	2	1	0	9	1	0	1	3	4	31	0	0	3	1	79	977
4:10 PM	0	21	3	2	0	9	4	0	1	9	6	31	0	0	4	3	93	994
4:15 PM	0	23	2	3	0	5	1	0	0	8	14	19	0	0	1	4	80	973
4:20 PM	0	15	3	2	0	8	2	1	0	9	6	16	0	0	4	3	69	991
4:25 PM	0	14	5	2	0	7	3	0	0	2	5	20	0	0	6	1	65	1,001
4:30 PM	0	24	5	0	0	9	2	0	0	5	8	38	0	0	3	2	96	1,037
4:35 PM	0	30	8	0	0	4	4	0	1	5	6	18	0	2	4	8	90	1,018
4:40 PM	0	26	1	0	0	13	2	0	0	9	14	25	0	0	1	1	92	1,024
4:45 PM	0	19	3	1	0	7	5	0	0	3	7	18	0	1	7	3	74	1,030
4:50 PM	0	16	0	1	0	4	5	0	0	5	9	28	0	1	4	0	73	1,028
4:55 PM	0	27	6	1	0	7	4	0	0	5	10	26	0	2	3	3	94	1,043
5:00 PM	0	15	3	0	0	12	0	0	0	3	5	28	0	0	4	2	72	1,020
5:05 PM	0	41	7	2	0	5	2	0	0	6	7	20	0	1	3	2	96	
5:10 PM	0	25	3	1	0	3	0	0	0	5	10	21	0	3	1	0	72	
5:15 PM	0	31	1	3	0	2	0	0	0	12	11	28	0	1	4	5	98	
5:20 PM	0	18	3	1	0	8	1	0	0	7	12	23	0	3	1	2	79	
5:25 PM	0	23	10	7	0	5	1	0	0	8	11	24	0	1	9	2	101	
5:30 PM	0	24	3	0	0	8	1	0	0	6	6	22	0	1	4	2	77	
5:35 PM	0	26	3	4	0	10	5	1	0	9	11	20	0	0	4	3	96	
5:40 PM	0	23	2	3	0	6	4	2	0	6	10	35	0	0	4	3	98	
5:45 PM	0	28	2	0	0	4	0	0	0	7	4	17	0	0	8	2	72	
5:50 PM	0	20	1	1	0	6	4	0	0	3	20	24	0	1	4	4	88	
5:55 PM	0	22	3	2	0	4	4	0	0	7	10	12	0	1	3	3	71	
Count Total	0	546	80	39	0	159	56	4	3	151	209	560	0	20	98	64	1,989	
Peak Hour	0	301	44	23	0	76	22	3	0	77	117	288	0	13	49	30	1,043	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	1	2	0	3	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	0	1	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	1	1	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	1	0	0	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	1	0	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	1	0	1	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	2	0	0	0	2	5:05 PM	0	0	1	0	1	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	2	0	2	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	5	2	9	1	17	Count Total	0	0	1	0	1	Count Total	0	0	0	0	0
Peak Hour	3	0	3	0	6	Peak Hour	0	0	1	0	1	Peak Hour	0	0	0	0	0

Appendix C
Volume Summary

AM PROJECT TRIPS

05/18/2022

Intersection of : Blossom Hill Rd & NB 101 To Coyote Rp / Coyote Rd & Silver Creek

Traffix Node Number : 3018

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	0	0	0	0	-28	0	0	-109	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	76	6	0	0	0	265	0	0	88	1
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	9	4	3	0	0	19	0	1	0	0	18	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	0	30	13	0	0	0	370	0	0	98	3
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	0	3	1	0	0	0	45	0	0	12	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	0	0	0	0	0	0	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	0	0	0	0	0	0	11	0	0	49	0

AM PROJECT TRIPS

05/18/2022

Intersection of : Blossom Hill Rd & NB 101 To Coyote Rp / Coyote Rd & Silver Creek

Traffix Node Number : 3018

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	30	0	60	0	0	0	0	0	0	0	241	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	18	33	0	0	0	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	2	4	0	0	10	0	4	0	0	29	0
PDC12-028 RES (3-14681) Residential ISTAR MIXED-USE	0	0	0	0	0	0	0	7	28	0	3	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	17	0	48	0	0	0	0	21	0	0	269	0
TOTAL:	**56**	**6**	**224**	**20**	**0**	**29**	**18**	**729**	**28**	**0**	**698**	**4**

	LEFT	THRU	RIGHT
NORTH	20	0	29
EAST	0	698	4
SOUTH	56	6	224
WEST	18	729	28

PM PROJECT TRIPS

05/18/2022

Intersection of : Blossom Hill Rd & NB 101 To Coyote Rp / Coyote Rd & Silver Creek

Traffix Node Number : 3018

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	0	0	0	0	-109	0	0	-11	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	8	0	0	0	0	28	0	0	358	6
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	1	18	14	0	0	2	1	4	0	0	1	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	0	3	1	0	0	0	39	0	0	396	13
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	0	0	0	0	0	0	4	0	0	48	1
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	0	0	2	0	0	2	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	0	0	0	0	0	0	36	0	0	13	0

PM PROJECT TRIPS

05/18/2022

Intersection of : Blossom Hill Rd & NB 101 To Coyote Rp / Coyote Rd & Silver Creek

Traffix Node Number : 3018

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	120	0	241	0	0	0	0	0	0	0	60	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	1	2	4	0	0	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	9	14	0	0	1	0	14	0	0	3	0
PDC12-028 RES (3-14681) Residential ISTAR MIXED-USE	0	0	0	0	0	0	0	2	12	0	6	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	67	0	187	0	0	0	0	80	0	0	29	0
TOTAL:	**188**	**27**	**467**	**1**	**0**	**3**	**2**	**102**	**16**	**0**	**905**	**20**

	LEFT	THRU	RIGHT
NORTH	1	0	3
EAST	0	905	20
SOUTH	188	27	467
WEST	2	102	16

AM PROJECT TRIPS

05/18/2022

Intersection of : Blossom Hill Rd & SB 101 To Blossom Hill Rp

Traffix Node Number : 3019

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	-18	0	-60	0	-258	0	0	-24	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	0	0	0	0	0	0	0	0	65	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	0	0	0	0	110	0	0	0	0	13	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	0	0	77	0	0	0	0	0	0	71	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	0	0	9	0	0	0	0	0	0	9	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (RETAIL) Retail/Commercial EVERGREEN EEHDP (RETAIL)	0	0	0	0	0	1	0	3	0	0	0	0

AM PROJECT TRIPS

05/18/2022

Intersection of : Blossom Hill Rd & SB 101 To Blossom Hill Rp

Traffix Node Number : 3019

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
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	0	0	0	0	230	0	68	0	0	49	0
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	120	0	0	30	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	1	0	5	0	48	3	0	0	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	0	0	0	0	0	0	4	0	0	14	0
PDC12-028 RES (3-14681) Residential ISTAR MIXED-USE	0	0	0	0	0	15	0	35	0	0	3	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	0	0	0	0	0	0	88	0	0	98	0

TOTAL:	**0**	**0**	**0**	**69**	**0**	**301**	**0**	**108**	**3**	**0**	**328**	**0**

	LEFT	**THRU**	**RIGHT**
NORTH	69	0	301
EAST	0	328	0
SOUTH	0	0	0
WEST	0	108	3

PM PROJECT TRIPS

05/18/2022

Intersection of : Blossom Hill Rd & SB 101 To Blossom Hill Rp

Traffix Node Number : 3019

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	-68	0	-235	0	-65	0	0	-3	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	0	0	0	0	0	0	0	0	262	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	0	0	0	0	12	0	0	0	0	1	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	0	0	0	0	0	0	0	0	0	289	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	0	0	0	0	0	0	0	0	0	34	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	1	0	4	0	0	1	0
EEHDP (RETAIL) Retail/Commercial EVERGREEN EEHDP (RETAIL)	0	0	0	0	0	8	0	8	0	0	0	0

PM PROJECT TRIPS

05/18/2022

Intersection of : Blossom Hill Rd & SB 101 To Blossom Hill Rp

Traffix Node Number : 3019

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
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	0	0	0	0	63	0	206	0	0	13	0
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	30	0	0	120	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	4	0	33	0	8	0	0	0	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	0	0	0	0	0	0	14	0	0	2	0
PDC12-028 RES (3-14681) Residential ISTAR MIXED-USE	0	0	0	0	0	25	0	15	0	0	6	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	0	0	0	0	0	0	87	0	0	75	0

TOTAL:	**0**	**0**	**0**	**(64)**	**0**	**(93)**	**0**	**307**	**0**	**0**	**800**	**0**

	LEFT	THRU	RIGHT
NORTH	(64)	0	(93)
EAST	0	800	0
SOUTH	0	0	0
WEST	0	307	0

AM PROJECT TRIPS

05/18/2022

Intersection of : Fontanoso Wy & Hellyer Av

Traffix Node Number : 3525

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	0	0	0	0	0	0	0	0	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	3	175	0	0	66	65	68	0	0	0	0	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	33	0	0	137	0	0	0	0	0	0	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	4	0	0	17	0	0	0	0	0	0	0
TOTAL:	**3**	**212**	**0**	**0**	**220**	**65**	**68**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	220	65
EAST	0	0	0
SOUTH	3	212	0
WEST	68	0	0

PM PROJECT TRIPS

05/18/2022

Intersection of : Fontanoso Wy & Hellyer Av

Traffix Node Number : 3525

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	0	0	0	0	0	0	0	0	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	39	0	0	183	69	54	0	3	0	0	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	136	0	0	14	0	0	0	0	0	0	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	15	0	0	1	0	0	0	0	0	0	0
TOTAL:	**0**	**190**	**0**	**0**	**198**	**69**	**54**	**0**	**3**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	198	69
EAST	0	0	0
SOUTH	0	190	0
WEST	54	0	3

AM PROJECT TRIPS

05/18/2022

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

Traffix Node Number : 3848

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

AM PROJECT TRIPS

05/18/2022

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

Traffix Node Number : 3848

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

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

PM PROJECT TRIPS

05/18/2022

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

Traffix Node Number : 3848

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

PM PROJECT TRIPS

05/18/2022

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

Traffix Node Number : 3848

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

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

AM PROJECT TRIPS

05/18/2022

Intersection of : Embedded Wy & Hellyer Av

Traffix Node Number : 3853

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	0	0	0	0	0	0	0	0	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	129	114	0	0	94	62	10	0	37	0	0	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	0	0	0	0	0	15	0	0	0	0	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	33	0	0	137	0	0	0	0	0	0	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	4	0	0	17	0	0	0	0	0	0	0
TOTAL:	**129**	**151**	**0**	**0**	**248**	**62**	**25**	**0**	**37**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	248	62
EAST	0	0	0
SOUTH	129	151	0
WEST	25	0	37

PM PROJECT TRIPS

05/18/2022

Intersection of : Embedded Wy & Hellyer Av

Traffix Node Number : 3853

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	0	0	0	0	0	0	0	0	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	14	80	0	0	103	6	40	0	149	0	0	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	0	0	0	0	0	0	0	0	0	0	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	0	136	0	0	14	0	0	0	0	0	0	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	0	15	0	0	1	0	0	0	0	0	0	0
TOTAL:	**14**	**231**	**0**	**0**	**118**	**6**	**40**	**0**	**149**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	118	6
EAST	0	0	0
SOUTH	14	231	0
WEST	40	0	149

AM PROJECT TRIPS

05/18/2022

Intersection of : Fontanoso Wy & Silver Creek Valley Rd

Traffix Node Number : 3854

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	0	0	0	0	-28	0	0	-109	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	0	2	0	41	160	186	0	0	48	8
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	0	0	0	0	0	0	4	0	0	18	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	9	0	4	0	0	0	0	141	40	18	33	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	1	0	0	0	0	0	0	17	4	1	4	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	0	0	0	0	0	0	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	0	0	0	0	0	0	8	0	0	37	0

AM PROJECT TRIPS

05/18/2022

Intersection of : Fontanoso Wy & Silver Creek Valley Rd

Traffix Node Number : 3854

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	60	0	0	241	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	0	0	0	0	0	0	7	0	0	29	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	0	0	0	0	0	0	69	0	0	369	0
TOTAL:	**10**	**0**	**4**	**2**	**0**	**41**	**160**	**464**	**44**	**19**	**670**	**8**

	LEFT	THRU	RIGHT
NORTH	2	0	41
EAST	19	670	8
SOUTH	10	0	4
WEST	160	464	44

PM PROJECT TRIPS

05/18/2022

Intersection of : Fontanoso Wy & Silver Creek Valley Rd

Traffix Node Number : 3854

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
COYOTE REASSIGN Office/Industrial NORTH COYOTE VALLEY COYOTE VALLEY	0	0	0	0	0	0	0	-108	0	0	-11	0
EDENVALE1 Office/Industrial EAST OF 101, NORTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 1	0	0	0	8	0	167	17	20	0	0	197	0
EDENVALE2 Office/Industrial W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND EDENVALE ZONE 2	0	0	0	0	0	0	0	18	0	0	1	0
EDENVALE3-4 Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE ZONE 3&4	39	0	18	0	0	0	0	15	4	1	137	0
EDENVALE3-4POOL Office/Industrial EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD EDENVALE AREA 3-4 POOL	4	0	1	0	0	0	0	1	0	0	17	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	0	0	2	0	0	2	0
HITACHI CREDIT (3-14641) Office/Industrial 5600 COTTLE RD HITACHI CREDIT	0	0	0	0	0	0	0	27	0	0	10	0

PM PROJECT TRIPS

05/18/2022

Intersection of : Fontanoso Wy & Silver Creek Valley Rd

Traffix Node Number : 3854

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	241	0	0	60	0
PDC04-100R&D (3-14681) Office/Industrial ROUTE 85/GREAT OAKS ISTAR - R&D PORTION	0	0	0	0	0	0	0	28	0	0	3	0
PDC99-053 (3-13970) LEGACY CISCO NORTH COYOTE VALLEY	0	0	0	0	0	0	0	267	0	0	29	0
TOTAL:	**43**	**0**	**19**	**8**	**0**	**167**	**17**	**511**	**4**	**1**	**445**	**0**

	LEFT	THRU	RIGHT
NORTH	8	0	167
EAST	1	445	0
SOUTH	43	0	19
WEST	17	511	4

Intersection Number: 1
Traffix Node Number: 3853
Intersection Name: Hellyer Avenue and Embedded Way
Peak Hour: AM
Count Date: 9/27/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	78	140	2	0	0	0	2	197	180	30	0	23	652
Existing Conditions (with 1% compound growth if older than 2 years)	**82**	**146**	**3**	**0**	**0**	**0**	**3**	**205**	**188**	**32**	**0**	**24**	**683**
Approved Project Trips	62	248	0	0	0	0	0	151	129	37	0	25	652
Blossom Hill and US 101 PS&E Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**144**	**394**	**3**	**0**	**0**	**0**	**3**	**356**	**317**	**69**	**0**	**49**	**1335**
Proposed Project Trips	26	2	0	0	0	0	0	0	68	14	0	6	116
Background Plus Project Conditions	**170**	**396**	**3**	**0**	**0**	**0**	**3**	**356**	**385**	**83**	**0**	**55**	**1451**

Intersection Number: 2
Traffix Node Number: 3525
Intersection Name: Hellyer Avenue and Fontanoso Way
Peak Hour: AM
Count Date: 9/27/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	22	74	28	0	0	0	0	339	20	1	0	48	532
Existing Conditions (with 1% compound growth if older than 2 years)	**23**	**78**	**30**	**0**	**0**	**0**	**0**	**353**	**21**	**2**	**0**	**50**	**557**
Approved Project Trips	65	220	0	0	0	0	0	212	3	0	0	68	568
Blossom Hill and US 101 PS&E Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**88**	**298**	**30**	**0**	**0**	**0**	**0**	**565**	**24**	**2**	**0**	**118**	**1125**
Proposed Project Trips	6	9	0	0	0	0	0	41	0	0	0	27	83
Background Plus Project Conditions	**94**	**307**	**30**	**0**	**0**	**0**	**0**	**606**	**24**	**2**	**0**	**145**	**1208**

Intersection Number: 3
Traffix Node Number: 3848
Intersection Name: Hellyer Avenue and Silver Creek Valley Road
Peak Hour: AM
Count Date: 9/27/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	26	26	20	97	469	166	181	144	54	94	417	160	1854
Existing Conditions (with 1% compound growth if older than 2 years)	**28**	**28**	**21**	**101**	**489**	**173**	**189**	**150**	**57**	**98**	**434**	**167**	**1935**
Approved Project Trips	63	140	4	19	587	98	23	51	55	159	145	192	1536
Blossom Hill and US 101 PS&E Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**91**	**168**	**25**	**120**	**1076**	**271**	**212**	**201**	**112**	**257**	**579**	**359**	**3471**
Proposed Project Trips	6	0	3	15	0	0	0	0	0	0	0	27	51
Background Plus Project Conditions	**97**	**168**	**28**	**135**	**1076**	**271**	**212**	**201**	**112**	**257**	**579**	**386**	**3522**

Intersection Number: 4
Traffix Node Number: 3854
Intersection Name: Fontanoso Way and Silver Creek Valley Road
Peak Hour: AM
Count Date: 9/9/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	15	1	0	7	564	12	10	0	7	57	806	89	1568
Existing Conditions (with 1% compound growth if older than 2 years)	**17**	**2**	**0**	**8**	**611**	**13**	**11**	**0**	**8**	**62**	**873**	**97**	**1702**
Approved Project Trips	41	0	2	8	670	19	4	0	10	44	464	160	1422
Blossom Hill and US 101 PS&E Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**58**	**2**	**2**	**16**	**1281**	**32**	**15**	**0**	**18**	**106**	**1337**	**257**	**3124**
Proposed Project Trips	6	0	0	0	6	0	0	0	0	0	27	27	66
Background Plus Project Conditions	**64**	**2**	**2**	**16**	**1287**	**32**	**15**	**0**	**18**	**106**	**1364**	**284**	**3190**

Intersection Number: 5
Traffix Node Number: 3018
Intersection Name: US 101 NB Ramps/Coyote Road and Silver Creek Valley Road/Blossom Hill Road
Peak Hour: AM
Count Date: 10/6/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	363	0	34	16	509	0	285	135	461	0	1084	183	3070
Existing Conditions (with 1% compound growth if older than 2 years)	**386**	**0**	**37**	**17**	**541**	**0**	**303**	**144**	**490**	**0**	**1151**	**195**	**3264**
Approved Project Trips	29	0	20	4	698	0	224	6	56	28	729	18	1812
Blossom Hill and US 101 PS&E Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**415**	**0**	**57**	**21**	**1239**	**0**	**527**	**150**	**546**	**28**	**1880**	**213**	**5076**
Proposed Project Trips	0	0	0	0	12	0	24	0	0	0	29	0	65
Background Plus Project Conditions	**415**	**0**	**57**	**21**	**1251**	**0**	**551**	**150**	**546**	**28**	**1909**	**213**	**5141**

Intersection Number: 6
Traffix Node Number: 3019
Intersection Name: US 101 SB Ramps and Blossom Hill Road
Peak Hour: AM
Count Date: 10/6/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	1427	0	391	0	948	0	0	0	0	0	1944	0	4710
Existing Conditions (with 1% compound growth if older than 2 years)	**1515**	**0**	**416**	**0**	**1007**	**0**	**0**	**0**	**0**	**0**	**2064**	**0**	**5002**
Approved Project Trips	301	0	69	0	328	0	0	0	0	3	108	0	809
Blossom Hill and US 101 PS&E Reassignment	0	0	0	0	0	0	0	0	0	-3	319	0	316
Background Conditions	**1816**	**0**	**485**	**0**	**1335**	**0**	**0**	**0**	**0**	**0**	**2491**	**0**	**5811**
Proposed Project Trips	0	0	0	6	7	0	0	0	0	0	29	0	42
Background Plus Project Conditions	**1816**	**0**	**485**	**6**	**1342**	**0**	**0**	**0**	**0**	**0**	**2520**	**0**	**6169**

Intersection Number: 7
Traffix Node Number: 800
Intersection Name: US 101 NB Ramps/Dove Road and Hellyer Road
Peak Hour: AM
Count Date: 6/7/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	32	77	24	7	26	59	6	6	50	268	442	48	1045
Existing Conditions (with 1% compound growth if older than 2 years)	**32**	**77**	**24**	**7**	**26**	**59**	**6**	**6**	**50**	**268**	**442**	**48**	**1045**
Approved Project Trips	0	0	15	9	26	141	0	0	0	0	295	0	486
Blossom Hill and US 101 PS&E Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**32**	**77**	**39**	**16**	**52**	**200**	**6**	**6**	**50**	**268**	**737**	**48**	**1531**
Proposed Project Trips	0	0	0	0	0	7	0	0	0	0	29	0	36
Background Plus Project Conditions	**32**	**77**	**39**	**16**	**52**	**207**	**6**	**6**	**50**	**268**	**766**	**48**	**1567**

Intersection Number: 8
Traffix Node Number: 801
Intersection Name: Hellyer Avenue and US 101 SB Ramps
Peak Hour: AM
Count Date: 6/7/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	339	102	295	0	427	24	85	0	0	0	0	1272
Existing Conditions (with 1% compound growth if older than 2 years)	**0**	**339**	**102**	**295**	**0**	**427**	**24**	**85**	**0**	**0**	**0**	**0**	**1272**
Approved Project Trips	0	47	0	0	0	248	0	26	0	0	0	0	321
Blossom Hill and US 101 PS&E Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**0**	**386**	**102**	**295**	**0**	**675**	**24**	**111**	**0**	**0**	**0**	**0**	**1593**
Proposed Project Trips	0	0	0	0	0	29	0	0	0	0	0	0	29
Background Plus Project Conditions	**0**	**386**	**102**	**295**	**0**	**704**	**24**	**111**	**0**	**0**	**0**	**0**	**1622**

Intersection Number: 1
Traffix Node Number: 3853
Intersection Name: Hellyer Avenue and Embedded Way
Peak Hour: PM
Count Date: 9/27/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	100	165	0	0	1	5	1	178	218	129	0	69	866
Existing Conditions (with 1% compound growth if older than 2 years)	**105**	**172**	**0**	**0**	**2**	**6**	**2**	**186**	**227**	**135**	**0**	**72**	**907**
Approved Project Trips	6	118	0	0	0	0	0	231	14	149	0	40	558
Blossom Hill and US 101 PS&E Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**111**	**290**	**0**	**0**	**2**	**6**	**2**	**417**	**241**	**284**	**0**	**112**	**1465**
Proposed Project Trips	5	7	0	0	0	0	0	0	13	59	0	25	109
Background Plus Project Conditions	**116**	**297**	**0**	**0**	**2**	**6**	**2**	**417**	**254**	**343**	**0**	**137**	**1574**

Intersection Number: 2
Traffix Node Number: 3525
Intersection Name: Hellyer Avenue and Fontanoso Way
Peak Hour: PM
Count Date: 9/27/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	65	258	38	0	0	0	0	277	64	12	0	32	746
Existing Conditions (with 1% compound growth if older than 2 years)	**68**	**269**	**40**	**0**	**0**	**0**	**0**	**289**	**67**	**13**	**0**	**34**	**780**
Approved Project Trips	69	198	0	0	0	0	0	190	0	3	0	54	514
Blossom Hill and US 101 PS&E Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**137**	**467**	**40**	**0**	**0**	**0**	**0**	**479**	**67**	**16**	**0**	**88**	**1294**
Proposed Project Trips	26	40	0	0	0	0	0	8	0	0	0	5	79
Background Plus Project Conditions	**163**	**507**	**40**	**0**	**0**	**0**	**0**	**487**	**67**	**16**	**0**	**93**	**1373**

Intersection Number: 3
Traffix Node Number: 3848
Intersection Name: Hellyer Avenue and Silver Creek Valley Road
Peak Hour: PM
Count Date: 9/27/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	124	108	62	65	321	142	264	89	102	66	505	100	1948
Existing Conditions (with 1% compound growth if older than 2 years)	**130**	**113**	**65**	**68**	**335**	**148**	**275**	**93**	**107**	**69**	**526**	**105**	**2034**
Approved Project Trips	198	31	18	2	111	9	99	137	167	20	579	26	1397
Blossom Hill and US 101 PS&E Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**328**	**144**	**83**	**70**	**446**	**157**	**374**	**230**	**274**	**89**	**1105**	**131**	**3431**
Proposed Project Trips	26	0	14	3	0	0	0	0	0	0	0	5	48
Background Plus Project Conditions	**354**	**144**	**97**	**73**	**446**	**157**	**374**	**230**	**274**	**89**	**1105**	**136**	**3479**

Intersection Number: 4
Traffix Node Number: 3854
Intersection Name: Fontanoso Way and Silver Creek Valley Road
Peak Hour: PM
Count Date: 9/9/14

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	159	0	4	2	615	13	27	0	70	18	565	20	1493
Existing Conditions (with 1% compound growth if older than 2 years)	**173**	**0**	**5**	**3**	**666**	**15**	**30**	**0**	**76**	**20**	**612**	**22**	**1622**
Approved Project Trips	167	0	8	0	445	1	19	0	43	4	511	17	1215
Blossom Hill and US 101 PS&E Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**340**	**0**	**13**	**3**	**1111**	**16**	**49**	**0**	**119**	**24**	**1123**	**39**	**2837**
Proposed Project Trips	26	0	0	0	26	0	0	0	0	0	5	5	62
Background Plus Project Conditions	**366**	**0**	**13**	**3**	**1137**	**16**	**49**	**0**	**119**	**24**	**1128**	**44**	**2899**

Intersection Number: 5
Traffix Node Number: 3018
Intersection Name: US 101 NB Ramps/Coyote Road and Silver Creek Valley Road/Blossom Hill Road
Peak Hour: PM
Count Date: 11/15/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	210	0	26	48	1121	0	84	48	187	1564	737	316	4341
Existing Conditions (with 1% compound growth if older than 2 years)	**219**	**0**	**28**	**50**	**1167**	**0**	**88**	**50**	**195**	**1628**	**767**	**329**	**4521**
Approved Project Trips	3	0	1	20	905	0	467	27	188	16	102	2	1731
Blossom Hill and US 101 PS&E Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**222**	**0**	**29**	**70**	**2072**	**0**	**555**	**77**	**383**	**1644**	**869**	**331**	**6252**
Proposed Project Trips	0	0	0	0	52	0	5	0	0	0	5	0	62
Background Plus Project Conditions	**222**	**0**	**29**	**70**	**2124**	**0**	**560**	**77**	**383**	**1644**	**874**	**331**	**6314**

Intersection Number: 6
Traffix Node Number: 3019
Intersection Name: US 101 SB Ramps and Blossom Hill Road
Peak Hour: PM
Count Date: 11/15/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	1678	0	153	377	913	0	0	0	0	183	2479	0	5783
Existing Conditions (with 1% compound growth if older than 2 years)	**1747**	**0**	**160**	**393**	**951**	**0**	**0**	**0**	**0**	**191**	**2580**	**0**	**6022**
Approved Project Trips	-93	0	-64	0	800	0	0	0	0	0	307	0	950
Blossom Hill and US 101 PS&E Reassignment	0	0	0	0	0	0	0	0	0	-191	191	0	0
Background Conditions	**1654**	**0**	**96**	**393**	**1751**	**0**	**0**	**0**	**0**	**0**	**3078**	**0**	**6972**
Proposed Project Trips	0	0	0	24	28	0	0	0	0	0	5	0	57
Background Plus Project Conditions	**1654**	**0**	**96**	**417**	**1779**	**0**	**0**	**0**	**0**	**0**	**3083**	**0**	**7029**

Intersection Number: 7
Traffix Node Number: 800
Intersection Name: US 101 NB Ramps/Dove Road and Hellyer Road
Peak Hour: PM
Count Date: 6/7/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	30	49	13	23	44	301	3	22	76	288	117	77	1043
Existing Conditions (with 1% compound growth if older than 2 years)	**30**	**49**	**13**	**23**	**44**	**301**	**3**	**22**	**76**	**288**	**117**	**77**	**1043**
Approved Project Trips	0	0	6	14	40	217	0	0	0	0	118	0	395
Blossom Hill and US 101 PS&E Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**30**	**49**	**19**	**37**	**84**	**518**	**3**	**22**	**76**	**288**	**235**	**77**	**1438**
Proposed Project Trips	0	0	0	0	0	28	0	0	0	0	5	0	33
Background Plus Project Conditions	**30**	**49**	**19**	**37**	**84**	**546**	**3**	**22**	**76**	**288**	**240**	**77**	**1471**

Intersection Number: 8
Traffix Node Number: 801
Intersection Name: Hellyer Avenue and US 101 SB Ramps
Peak Hour: PM
Count Date: 6/7/22

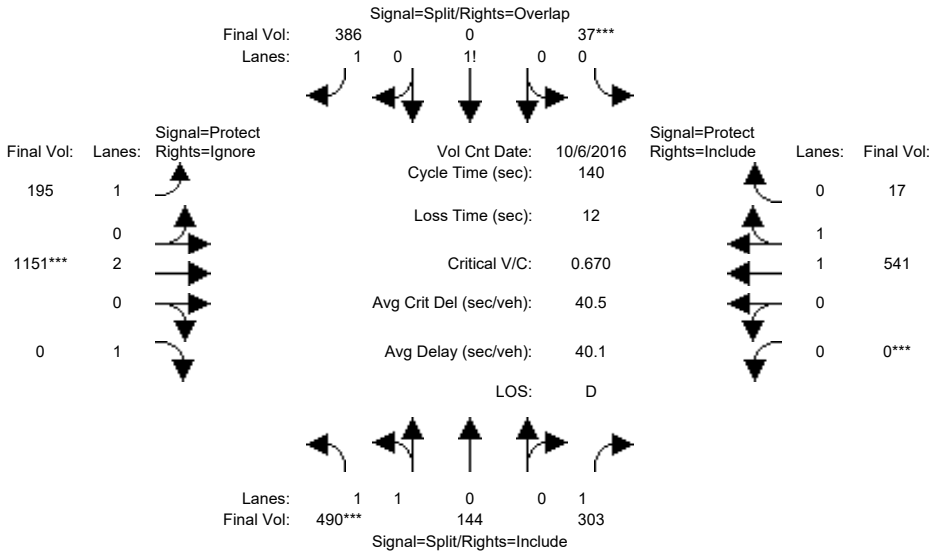
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	330	79	445	0	154	32	123	0	0	0	0	1163
Existing Conditions (with 1% compound growth if older than 2 years)	**0**	**330**	**79**	**445**	**0**	**154**	**32**	**123**	**0**	**0**	**0**	**0**	**1163**
Approved Project Trips	0	19	0	0	0	99	0	40	0	0	0	0	158
Blossom Hill and US 101 PS&E Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**0**	**349**	**79**	**445**	**0**	**253**	**32**	**163**	**0**	**0**	**0**	**0**	**1321**
Proposed Project Trips	0	0	0	0	0	5	0	0	0	0	0	0	5
Background Plus Project Conditions	**0**	**349**	**79**	**445**	**0**	**258**	**32**	**163**	**0**	**0**	**0**	**0**	**1326**

Appendix D
Intersection Level of Service Calculations

EMBEDDED WAY INDUSTRIAL
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3018: 101/BLOSSOM HILL (E)



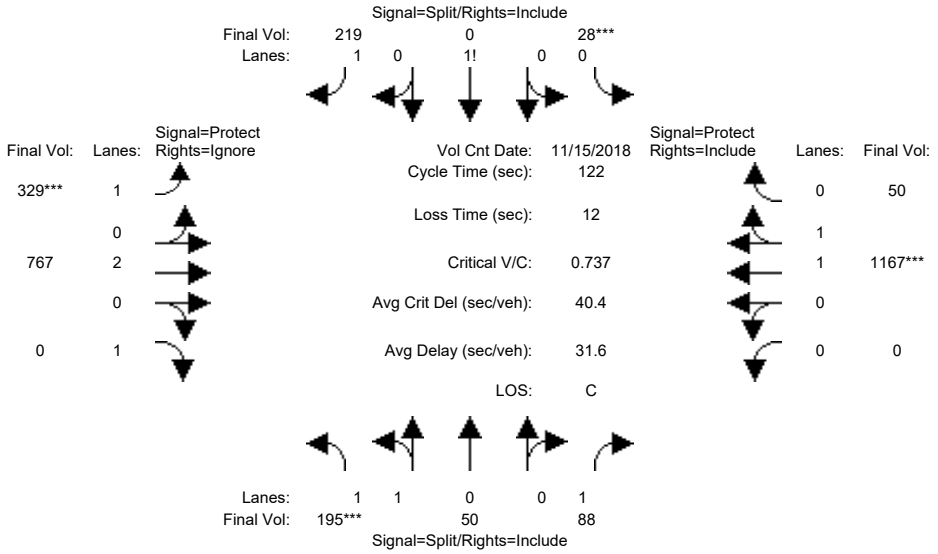
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:15-8:15												
Base Vol:	490	144	303	37	0	386	195	1151	0	0	541	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	144	303	37	0	386	195	1151	0	0	541	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	144	303	37	0	386	195	1151	0	0	541	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	490	144	303	37	0	386	195	1151	0	0	541	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	144	303	37	0	386	195	1151	0	0	541	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	490	144	303	37	0	386	195	1151	0	0	541	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.55	0.45	1.00	0.16	0.00	1.84	1.00	2.00	1.00	0.00	1.94	0.06
Final Sat.:	2744	806	1750	282	0	3218	1750	3800	1750	0	3587	113
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.17	0.13	0.00	0.12	0.11	0.30	0.00	0.00	0.15	0.15
Crit Moves:	****			****				****		****		
Green Time:	37.3	37.3	37.3	27.4	0.0	54.3	26.9	63.3	0.0	0.0	36.4	36.4
Volume/Cap:	0.67	0.67	0.65	0.67	0.00	0.31	0.58	0.67	0.00	0.00	0.58	0.58
Delay/Veh:	47.7	47.7	48.8	54.9	0.0	29.9	54.0	31.2	0.0	0.0	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	47.7	48.8	54.9	0.0	29.9	54.0	31.2	0.0	0.0	46.1	46.1
LOS by Move:	D	D	D	D	A	C	D	C	A	A	D	D
HCM2kAvgQ:	14	14	13	11	0	7	8	19	0	0	10	10

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

EMBEDDED WAY INDUSTRIAL
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3018: 101/BLOSSOM HILL (E)



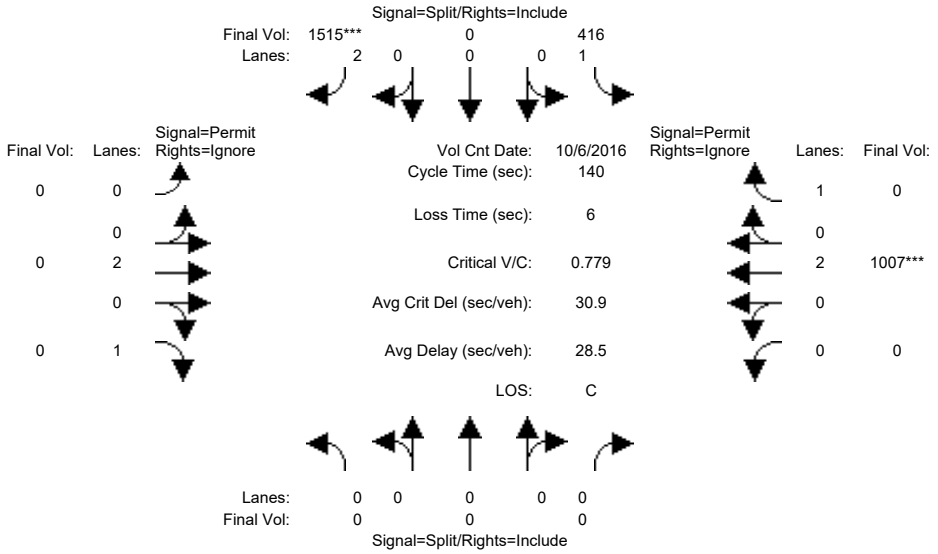
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	195	50	88	28	0	219	329	767	1628	0	1167	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	50	88	28	0	219	329	767	1628	0	1167	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	50	88	28	0	219	329	767	1628	0	1167	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	195	50	88	28	0	219	329	767	0	0	1167	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	50	88	28	0	219	329	767	0	0	1167	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	195	50	88	28	0	219	329	767	0	0	1167	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.60	0.40	1.00	0.20	0.00	1.80	1.00	2.00	1.00	0.00	1.92	0.08
Final Sat.:	2825	724	1750	356	0	3144	1750	3800	1750	0	3548	152
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.08	0.00	0.07	0.19	0.20	0.00	0.00	0.33	0.33
Crit Moves:	****			****			****				****	
Green Time:	11.4	11.4	11.4	13.0	0.0	13.0	31.1	85.6	0.0	0.0	54.4	54.4
Volume/Cap:	0.74	0.74	0.54	0.74	0.00	0.65	0.74	0.29	0.00	0.00	0.74	0.74
Delay/Veh:	62.2	62.2	56.3	61.2	0.0	56.4	48.0	6.9	0.0	0.0	29.6	29.6
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:	62.2	62.2	56.3	61.2	0.0	56.4	48.0	6.9	0.0	0.0	29.6	29.6
LOS by Move:	E	E	E	E	A	E	D	A	A	A	C	C
HCM2kAvgQ:	6	6	4	7	0	6	12	5	0	0	19	19

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

EMBEDDED WAY INDUSTRIAL
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3019: 101/BLOSSOM HILL (W)



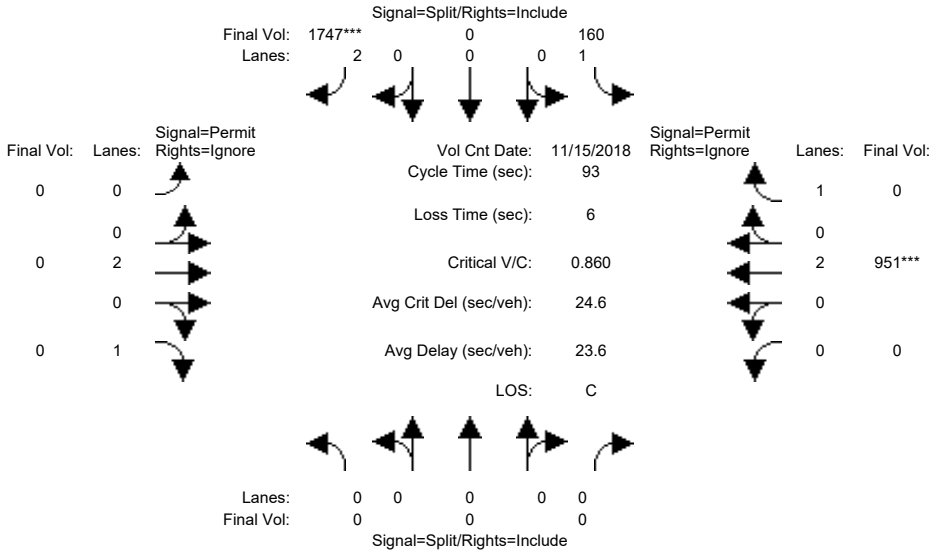
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:45-8:45												
Base Vol:	0	0	0	416	0	1515	0	2064	0	0	1007	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	416	0	1515	0	2064	0	0	1007	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	416	0	1515	0	2064	0	0	1007	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	416	0	1515	0	0	0	0	1007	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	416	0	1515	0	0	0	0	1007	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	416	0	1515	0	0	0	0	1007	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	3150	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.48	0.00	0.00	0.00	0.00	0.27	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	86.4	0.0	86.4	0.0	0.0	0.0	0.0	47.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.00
Delay/Veh:	0.0	0.0	0.0	13.7	0.0	21.9	0.0	0.0	0.0	0.0	44.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.7	0.0	21.9	0.0	0.0	0.0	0.0	44.6	0.0
LOS by Move:	A	A	A	B	A	C	A	A	A	A	D	A
HCM2kAvgQ:	0	0	0	9	0	29	0	0	0	0	19	0

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

EMBEDDED WAY INDUSTRIAL
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3019: 101/BLOSSOM HILL (W)



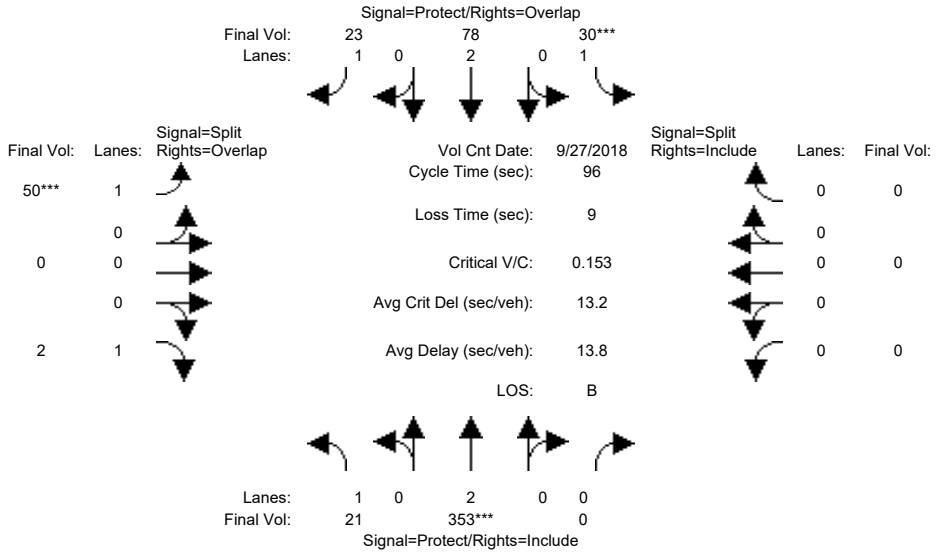
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	0	0	0	160	0	1747	0	2580	191	0	951	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	1747	0	2580	191	0	951	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	1747	0	2580	191	0	951	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	160	0	1747	0	0	0	0	951	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	1747	0	0	0	0	951	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	160	0	1747	0	0	0	0	951	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	3150	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.55	0.00	0.00	0.00	0.00	0.25	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	59.9	0.0	59.9	0.0	0.0	0.0	0.0	27.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.86	0.00	0.00	0.00	0.00	0.86	0.00
Delay/Veh:	0.0	0.0	0.0	6.5	0.0	17.2	0.0	0.0	0.0	0.0	38.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	6.5	0.0	17.2	0.0	0.0	0.0	0.0	38.2	0.0
LOS by Move:	A	A	A	A	A	B	A	A	A	A	D	A
HCM2kAvgQ:	0	0	0	2	0	27	0	0	0	0	13	0

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

EMBEDDED WAY INDUSTRIAL
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3525: FONTANOSO/HELLYER



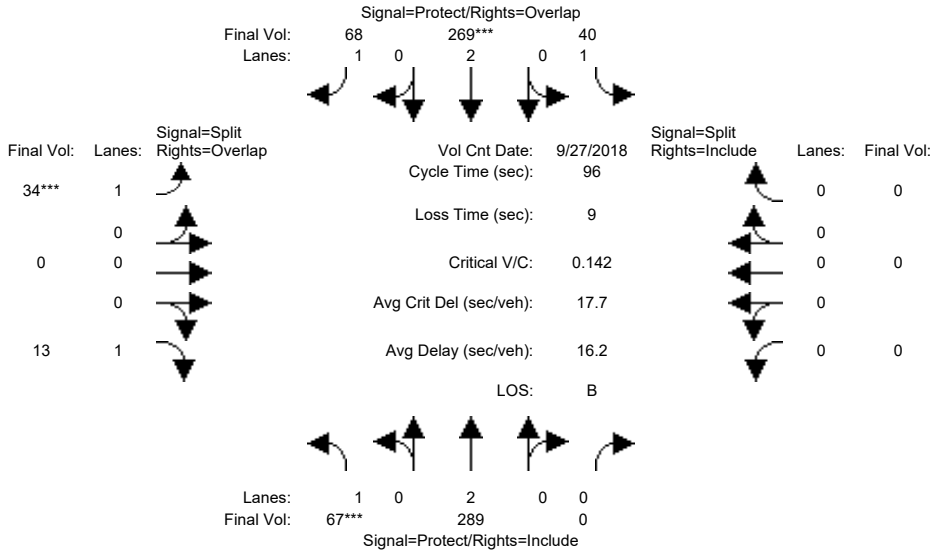
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	7	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Sep 2018 << 8:00-9:00AM												
Base Vol:	21	353	0	30	78	23	50	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	353	0	30	78	23	50	0	2	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	353	0	30	78	23	50	0	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	353	0	30	78	23	50	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	353	0	30	78	23	50	0	2	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	353	0	30	78	23	50	0	2	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.00	0.02	0.02	0.01	0.03	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	28.4	58.3	0.0	10.8	40.6	58.6	17.9	0.0	46.4	0.0	0.0	0.0
Volume/Cap:	0.04	0.15	0.00	0.15	0.05	0.02	0.15	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	24.1	8.2	0.0	38.9	16.3	7.4	32.9	0.0	12.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	8.2	0.0	38.9	16.3	7.4	32.9	0.0	12.8	0.0	0.0	0.0
LOS by Move:	C	A	A	D	B	A	C	A	B	A	A	A
HCM2kAvgQ:	0	2	0	1	1	0	1	0	0	0	0	0

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

EMBEDDED WAY INDUSTRIAL
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3525: FONTANOSO/HELLYER



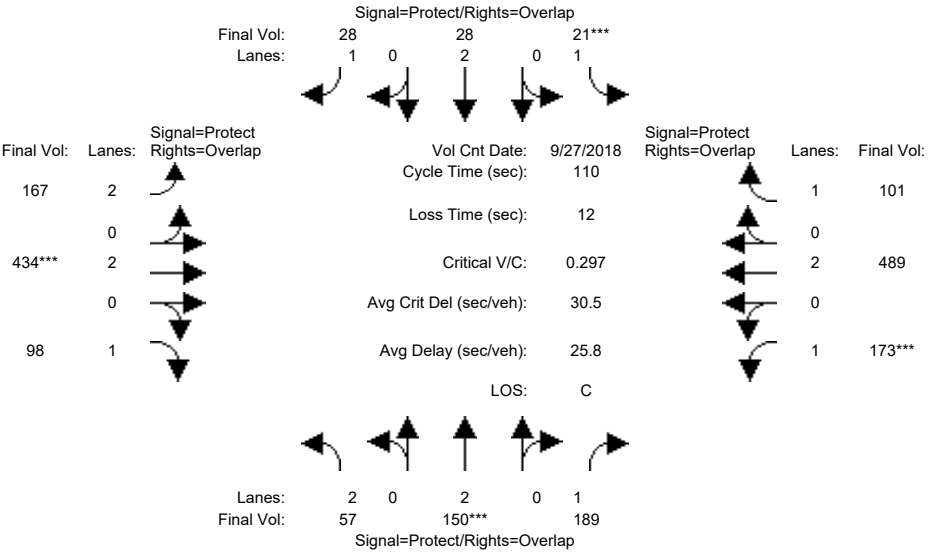
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	7	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Sep 2018 << 4:30-5:30PM												
Base Vol:	67	289	0	40	269	68	34	0	13	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	289	0	40	269	68	34	0	13	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	289	0	40	269	68	34	0	13	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	289	0	40	269	68	34	0	13	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	289	0	40	269	68	34	0	13	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	289	0	40	269	68	34	0	13	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.00	0.02	0.07	0.04	0.02	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	25.9	43.4	0.0	30.4	47.9	61.1	13.2	0.0	39.1	0.0	0.0	0.0
Volume/Cap:	0.14	0.17	0.00	0.07	0.14	0.06	0.14	0.00	0.02	0.00	0.00	0.00
Delay/Veh:	26.7	15.6	0.0	23.0	13.0	6.6	36.7	0.0	17.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	15.6	0.0	23.0	13.0	6.6	36.7	0.0	17.0	0.0	0.0	0.0
LOS by Move:	C	B	A	C	B	A	D	A	B	A	A	A
HCM2kAvgQ:	2	2	0	1	2	1	1	0	0	0	0	0

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

EMBEDDED WAY INDUSTRIAL
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3848: HELLYER/SILVER CREEK VALLEY



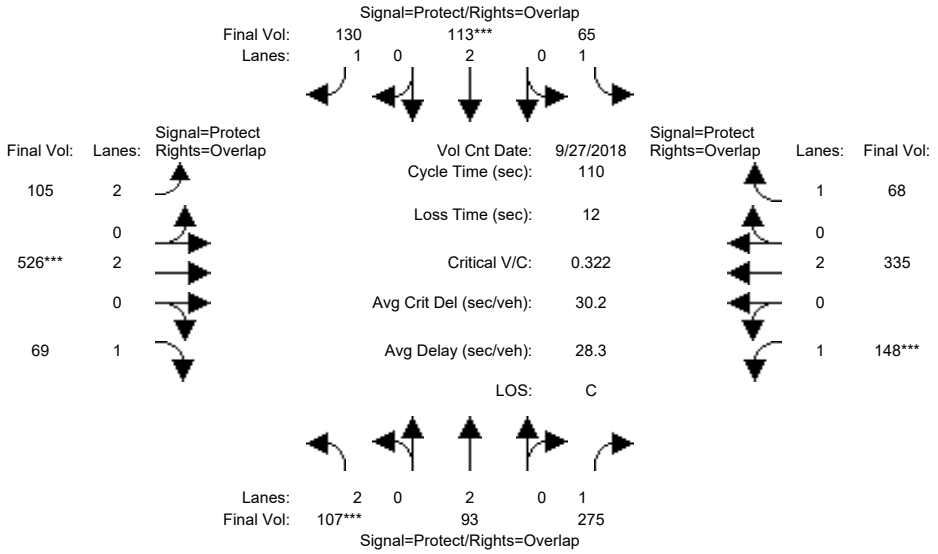
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Sep 2018 << 7:35-8:35AM												
Base Vol:	57	150	189	21	28	28	167	434	98	173	489	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	150	189	21	28	28	167	434	98	173	489	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	150	189	21	28	28	167	434	98	173	489	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	150	189	21	28	28	167	434	98	173	489	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	150	189	21	28	28	167	434	98	173	489	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	150	189	21	28	28	167	434	98	173	489	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.11	0.01	0.01	0.02	0.05	0.11	0.06	0.10	0.13	0.06
Crit Moves:		****		****				****		****		
Green Time:	8.7	14.2	49.8	7.0	12.5	37.9	25.4	41.2	49.9	35.6	51.4	58.4
Volume/Cap:	0.23	0.31	0.24	0.19	0.06	0.05	0.23	0.31	0.12	0.31	0.28	0.11
Delay/Veh:	49.6	45.0	19.1	52.5	43.8	24.2	35.1	24.9	17.7	29.3	18.3	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	45.0	19.1	52.5	43.8	24.2	35.1	24.9	17.7	29.3	18.3	13.1
LOS by Move:	D	D	B	D	D	C	D	C	B	C	B	B
HCM2kAvgQ:	1	3	4	1	0	1	3	5	2	5	5	2

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

EMBEDDED WAY INDUSTRIAL
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3848: HELLYER/SILVER CREEK VALLEY



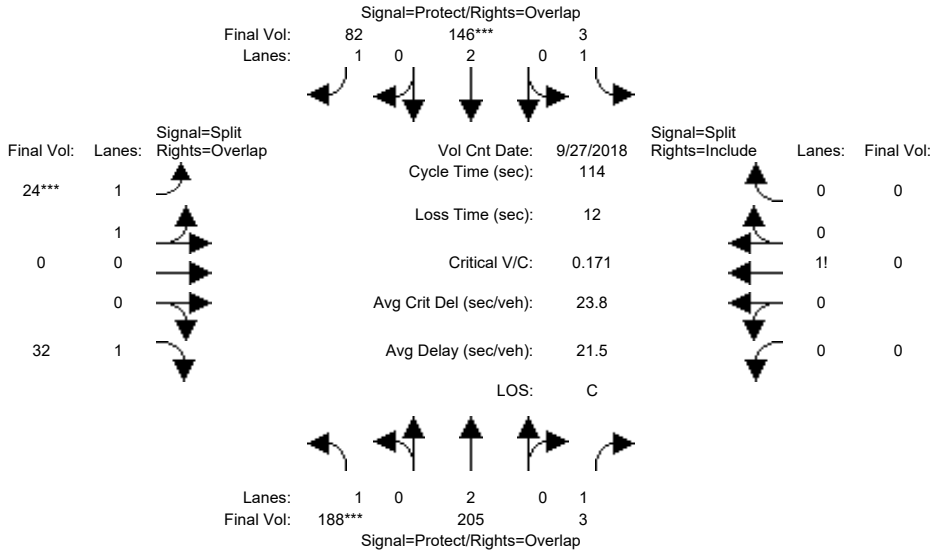
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Sep 2018 << 4:55-5:55PM												
Base Vol:	107	93	275	65	113	130	105	526	69	148	335	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	93	275	65	113	130	105	526	69	148	335	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	93	275	65	113	130	105	526	69	148	335	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	93	275	65	113	130	105	526	69	148	335	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	93	275	65	113	130	105	526	69	148	335	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	93	275	65	113	130	105	526	69	148	335	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.16	0.04	0.03	0.07	0.03	0.14	0.04	0.08	0.09	0.04
Crit Moves:	****				****			****			****	
Green Time:	11.6	12.8	41.7	9.0	10.2	41.6	31.4	47.3	58.9	28.9	44.8	53.8
Volume/Cap:	0.32	0.21	0.41	0.46	0.32	0.20	0.12	0.32	0.07	0.32	0.22	0.08
Delay/Veh:	48.1	45.1	27.0	58.3	49.1	23.7	29.3	21.3	12.5	34.5	21.5	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	45.1	27.0	58.3	49.1	23.7	29.3	21.3	12.5	34.5	21.5	15.1
LOS by Move:	D	D	C	E	D	C	C	C	B	C	C	B
HCM2kAvgQ:	2	2	7	2	2	3	2	6	1	4	4	1

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

EMBEDDED WAY INDUSTRIAL
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3853: EMBEDDED/HELLYER



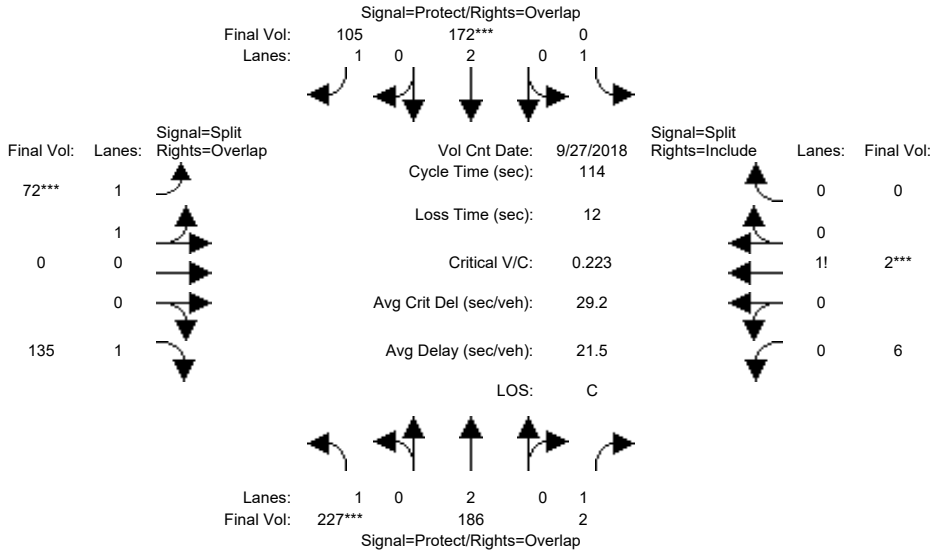
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Sep 2018 << 8:00-9:00AM												
Base Vol:	188	205	3	3	146	82	24	0	32	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	205	3	3	146	82	24	0	32	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	205	3	3	146	82	24	0	32	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	205	3	3	146	82	24	0	32	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	205	3	3	146	82	24	0	32	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	205	3	3	146	82	24	0	32	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3550	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.00	0.00	0.04	0.05	0.01	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	67.8	54.1	54.1	37.9	24.2	34.2	10.0	0.0	77.8	0.0	0.0	0.0
Volume/Cap:	0.18	0.11	0.00	0.01	0.18	0.16	0.08	0.00	0.03	0.00	0.00	0.00
Delay/Veh:	10.6	16.7	15.8	25.5	36.9	29.4	47.9	0.0	5.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	16.7	15.8	25.5	36.9	29.4	47.9	0.0	5.9	0.0	0.0	0.0
LOS by Move:	B	B	B	C	D	C	D	A	A	A	A	A
HCM2kAvgQ:	3	2	0	0	2	2	0	0	0	0	0	0

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

EMBEDDED WAY INDUSTRIAL
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3853: EMBEDDED/HELLYER



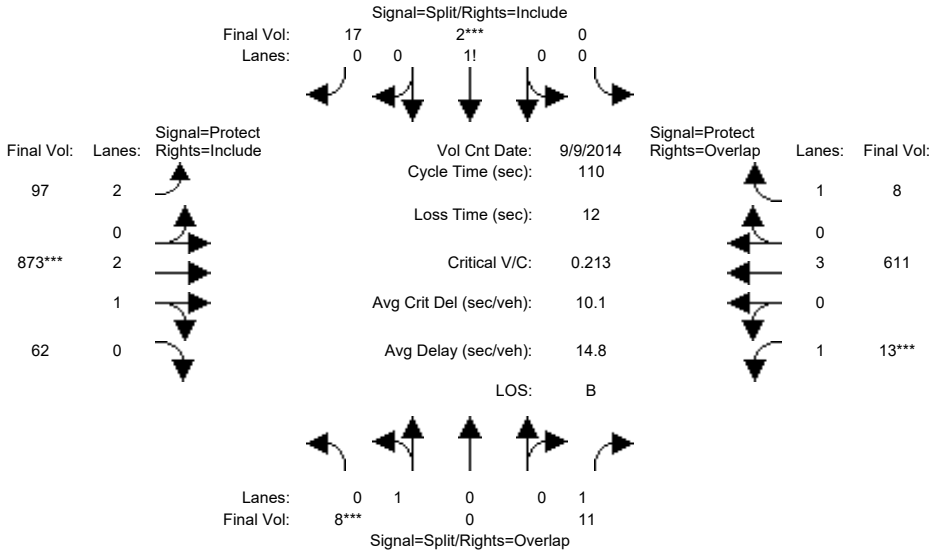
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Sep 2018 << 4:55-5:55PM												
Base Vol:	227	186	2	0	172	105	72	0	135	6	2	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	186	2	0	172	105	72	0	135	6	2	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	186	2	0	172	105	72	0	135	6	2	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	186	2	0	172	105	72	0	135	6	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	186	2	0	172	105	72	0	135	6	2	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	186	2	0	172	105	72	0	135	6	2	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.00	1.00	0.75	0.25	0.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3550	0	1750	1350	450	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.05	0.00	0.00	0.05	0.06	0.02	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green Time:	60.8	82.0	92.0	0.0	21.2	31.2	10.0	0.0	70.8	10.0	10.0	0.0
Volume/Cap:	0.24	0.07	0.00	0.00	0.24	0.22	0.23	0.00	0.12	0.05	0.05	0.00
Delay/Veh:	14.4	4.7	2.1	0.0	39.7	32.2	48.8	0.0	8.9	47.8	47.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	4.7	2.1	0.0	39.7	32.2	48.8	0.0	8.9	47.8	47.8	0.0
LOS by Move:	B	A	A	A	D	C	D	A	A	D	D	A
HCM2kAvgQ:	4	1	0	0	3	3	1	0	2	0	0	0

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

EMBEDDED WAY INDUSTRIAL
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3854: FONTANOSO/SILVER CREEK VALLEY



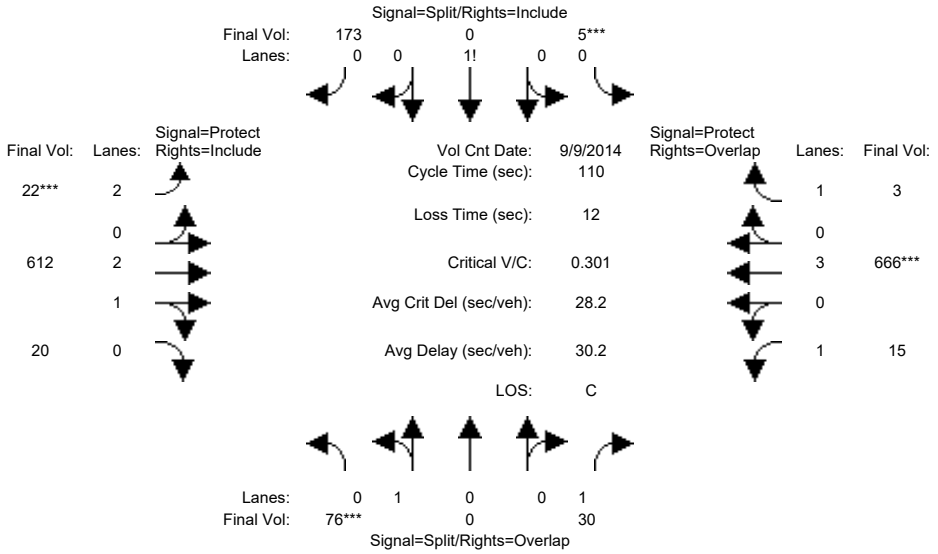
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 << 7:45-8:45												
Base Vol:	8	0	11	0	2	17	97	873	62	13	611	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	0	11	0	2	17	97	873	62	13	611	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	11	0	2	17	97	873	62	13	611	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	11	0	2	17	97	873	62	13	611	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	11	0	2	17	97	873	62	13	611	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	0	11	0	2	17	97	873	62	13	611	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.11	0.89	2.00	2.79	0.21	1.00	3.00	1.00
Final Sat.:	1800	0	1750	0	189	1611	3150	5228	371	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.01	0.01	0.03	0.17	0.17	0.01	0.11	0.00
Crit Moves:	****				****			****			****	
Green Time:	10.0	0.0	17.0	0.0	10.0	10.0	29.1	71.0	71.0	7.0	48.9	58.9
Volume/Cap:	0.05	0.00	0.04	0.00	0.12	0.12	0.12	0.26	0.26	0.12	0.24	0.01
Delay/Veh:	46.2	0.0	39.8	0.0	47.4	47.4	31.0	8.5	8.5	50.7	19.2	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	0.0	39.8	0.0	47.4	47.4	31.0	8.5	8.5	50.7	19.2	11.9
LOS by Move:	D	A	D	A	D	D	C	A	A	D	B	B
HCM2kAvgQ:	0	0	0	0	1	1	1	4	4	0	4	0

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

EMBEDDED WAY INDUSTRIAL
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3854: FONTANOSO/SILVER CREEK VALLEY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 << 4:45-5:45												
Base Vol:	76	0	30	5	0	173	22	612	20	15	666	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	0	30	5	0	173	22	612	20	15	666	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	0	30	5	0	173	22	612	20	15	666	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	0	30	5	0	173	22	612	20	15	666	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	0	30	5	0	173	22	612	20	15	666	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	0	30	5	0	173	22	612	20	15	666	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.03	0.00	0.97	2.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1800	0	1750	49	0	1701	3150	5423	177	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.02	0.10	0.00	0.10	0.01	0.11	0.11	0.01	0.12	0.00
Crit Moves:	****			****			****				****	
Green Time:	14.7	0.0	32.0	35.5	0.0	35.5	7.0	30.5	30.5	17.2	40.8	76.3
Volume/Cap:	0.32	0.00	0.06	0.32	0.00	0.32	0.11	0.41	0.41	0.05	0.32	0.00
Delay/Veh:	46.5	0.0	28.4	29.6	0.0	29.6	49.7	33.1	33.1	39.8	25.1	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	0.0	28.4	29.6	0.0	29.6	49.7	33.1	33.1	39.8	25.1	5.2
LOS by Move:	D	A	C	C	A	C	D	C	C	D	C	A
HCM2kAvgQ:	3	0	1	5	0	5	0	6	6	0	5	0

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

Appendix E
Queue Length Calculations

Hellyer/Embedded
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 6.0
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0026	0.0026	0
0.0155	0.0181	1
0.0460	0.0641	2
0.0913	0.1554	3
0.1359	0.2914	4
0.1619	0.4532	5
0.1606	0.6138	6
0.1366	0.7504	7
0.1016	0.8520	8
0.0672	0.9193	9
0.0400	0.9593	10
0.0217	0.9809	11
0.0107	0.9917	12
0.0049	0.9966	13
0.0021	0.9987	14
0.0008	0.9995	15
0.0003	0.9998	16
0.0001	0.9999	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Embedded
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 10.0
Percentile = 95% 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0004	0.0005	1
0.0022	0.0027	2
0.0074	0.0100	3
0.0185	0.0285	4
0.0371	0.0656	5
0.0621	0.1277	6
0.0890	0.2168	7
0.1117	0.3285	8
0.1246	0.4531	9
0.1251	0.5782	10
0.1142	0.6924	11
0.0955	0.7879	12
0.0737	0.8617	13
0.0529	0.9145	14
0.0354	0.9499	15
0.0222	0.9721	16
0.0131	0.9852	17
0.0073	0.9925	18
0.0039	0.9964	19
0.0019	0.9983	20
0.0009	0.9993	21
0.0004	0.9997	22
0.0002	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Embedded
NBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 12.2
Percentile = 95% 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0004	0.0004	2
0.0015	0.0020	3
0.0047	0.0066	4
0.0114	0.0180	5
0.0231	0.0412	6
0.0403	0.0815	7
0.0614	0.1429	8
0.0832	0.2260	9
0.1014	0.3275	10
0.1124	0.4399	11
0.1142	0.5541	12
0.1071	0.6612	13
0.0933	0.7544	14
0.0758	0.8302	15
0.0578	0.8880	16
0.0414	0.9294	17
0.0281	0.9574	18
0.0180	0.9755	19
0.0110	0.9864	20
0.0064	0.9928	21
0.0035	0.9963	22
0.0019	0.9982	23
0.0010	0.9991	24
0.0005	0.9996	25
0.0002	0.9998	26
0.0001	0.9999	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Embedded
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 7.2
Percentile = 95% 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0008	0.0008	0
0.0054	0.0062	1
0.0195	0.0257	2
0.0468	0.0725	3
0.0840	0.1565	4
0.1208	0.2773	5
0.1447	0.4220	6
0.1486	0.5707	7
0.1336	0.7042	8
0.1067	0.8109	9
0.0767	0.8876	10
0.0501	0.9377	11
0.0300	0.9677	12
0.0166	0.9843	13
0.0085	0.9928	14
0.0041	0.9969	15
0.0018	0.9987	16
0.0008	0.9995	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Embedded
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 7.6
Percentile = 95% 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0005	0.0005	0
0.0037	0.0042	1
0.0141	0.0183	2
0.0359	0.0542	3
0.0685	0.1228	4
0.1046	0.2274	5
0.1330	0.3604	6
0.1450	0.5054	7
0.1384	0.6438	8
0.1173	0.7611	9
0.0895	0.8507	10
0.0621	0.9128	11
0.0395	0.9523	12
0.0232	0.9755	13
0.0126	0.9882	14
0.0064	0.9946	15
0.0031	0.9977	16
0.0014	0.9990	17
0.0006	0.9996	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Embedded
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 8.0
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0026	0.0029	1
0.0104	0.0133	2
0.0279	0.0412	3
0.0560	0.0972	4
0.0901	0.1873	5
0.1208	0.3081	6
0.1388	0.4469	7
0.1396	0.5865	8
0.1247	0.7112	9
0.1003	0.8116	10
0.0734	0.8849	11
0.0492	0.9341	12
0.0304	0.9645	13
0.0175	0.9820	14
0.0094	0.9914	15
0.0047	0.9961	16
0.0022	0.9983	17
0.0010	0.9993	18
0.0004	0.9997	19
0.0002	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Embedded
EBT/L
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6839	0.6839	0
0.2599	0.9437	1
0.0494	0.9931	2
0.0063	0.9994	3
0.0006	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Embedded
EBT/L
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4531	0.4531	0
0.3587	0.8118	1
0.1420	0.9538	2
0.0375	0.9912	3
0.0074	0.9987	4
0.0012	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Embedded
EBT/L
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.9
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4120	0.4120	0
0.3653	0.7774	1
0.1620	0.9393	2
0.0479	0.9872	3
0.0106	0.9978	4
0.0019	0.9997	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Embedded
EBT/L
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.1
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3198	0.3198	0
0.3646	0.6844	1
0.2078	0.8922	2
0.0790	0.9712	3
0.0225	0.9937	4
0.0051	0.9988	5
0.0010	0.9998	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Embedded
EBT/L
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.8
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1698	0.1698	0
0.3011	0.4708	1
0.2669	0.7378	2
0.1578	0.8955	3
0.0700	0.9655	4
0.0248	0.9903	5
0.0073	0.9976	6
0.0019	0.9995	7
0.0004	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Embedded
EBT/L
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.2
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1125	0.1125	0
0.2458	0.3582	1
0.2685	0.6267	2
0.1956	0.8223	3
0.1068	0.9291	4
0.0467	0.9758	5
0.0170	0.9928	6
0.0053	0.9981	7
0.0014	0.9996	8
0.0004	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Fontanoso
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2636	0.2636	0
0.3515	0.6151	1
0.2343	0.8494	2
0.1041	0.9535	3
0.0347	0.9882	4
0.0093	0.9975	5
0.0021	0.9995	6
0.0004	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Fontanoso
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.1
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0430	0.0430	0
0.1353	0.1783	1
0.2129	0.3911	2
0.2233	0.6144	3
0.1756	0.7900	4
0.1105	0.9006	5
0.0580	0.9585	6
0.0261	0.9846	7
0.0102	0.9949	8
0.0036	0.9984	9
0.0011	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Fontanoso
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.9
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0209	0.0209	0
0.0809	0.1018	1
0.1564	0.2583	2
0.2016	0.4599	3
0.1949	0.6549	4
0.1507	0.8056	5
0.0971	0.9028	6
0.0537	0.9564	7
0.0259	0.9823	8
0.0111	0.9935	9
0.0043	0.9978	10
0.0015	0.9993	11
0.0005	0.9998	12
0.0001	0.9999	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Fontanoso
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.9
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4039	0.4039	0
0.3662	0.7700	1
0.1660	0.9360	2
0.0502	0.9862	3
0.0114	0.9976	4
0.0021	0.9996	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Fontanoso
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 2.3
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0957	0.0957	0
0.2245	0.3202	1
0.2635	0.5837	2
0.2061	0.7898	3
0.1209	0.9107	4
0.0567	0.9674	5
0.0222	0.9896	6
0.0074	0.9971	7
0.0022	0.9993	8
0.0006	0.9998	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Fontanoso
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.5
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0837	0.0837	0
0.2077	0.2914	1
0.2575	0.5490	2
0.2129	0.7618	3
0.1320	0.8938	4
0.0655	0.9593	5
0.0271	0.9864	6
0.0096	0.9959	7
0.0030	0.9989	8
0.0008	0.9997	9
0.0002	0.9999	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Silver Creek Valley
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.6
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0768	0.0768	0
0.1971	0.2739	1
0.2529	0.5268	2
0.2164	0.7432	3
0.1389	0.8821	4
0.0713	0.9534	5
0.0305	0.9839	6
0.0112	0.9950	7
0.0036	0.9986	8
0.0010	0.9997	9
0.0003	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Silver Creek Valley
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 5.5
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0041	0.0041	0
0.0225	0.0266	1
0.0618	0.0884	2
0.1133	0.2017	3
0.1558	0.3575	4
0.1714	0.5289	5
0.1571	0.6860	6
0.1234	0.8095	7
0.0849	0.8944	8
0.0519	0.9462	9
0.0285	0.9747	10
0.0143	0.9890	11
0.0065	0.9955	12
0.0028	0.9983	13
0.0011	0.9994	14
0.0004	0.9998	15
0.0001	0.9999	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Silver Creek Valley
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 5.9
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0027	0.0027	0
0.0162	0.0189	1
0.0478	0.0667	2
0.0939	0.1606	3
0.1384	0.2990	4
0.1633	0.4623	5
0.1605	0.6228	6
0.1352	0.7580	7
0.0997	0.8577	8
0.0653	0.9230	9
0.0385	0.9615	10
0.0206	0.9821	11
0.0101	0.9923	12
0.0046	0.9969	13
0.0019	0.9988	14
0.0008	0.9996	15
0.0003	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Silver Creek Valley
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.6
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1980	0.1980	0
0.3207	0.5187	1
0.2596	0.7783	2
0.1402	0.9185	3
0.0567	0.9752	4
0.0184	0.9936	5
0.0050	0.9986	6
0.0011	0.9997	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Silver Creek Valley
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 2.0
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1331	0.1331	0
0.2684	0.4015	1
0.2707	0.6722	2
0.1819	0.8541	3
0.0917	0.9458	4
0.0370	0.9828	5
0.0124	0.9953	6
0.0036	0.9988	7
0.0009	0.9997	8
0.0002	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Hellyer/Silver Creek Valley
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.1
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1252	0.1252	0
0.2602	0.3854	1
0.2703	0.6556	2
0.1872	0.8428	3
0.0972	0.9401	4
0.0404	0.9805	5
0.0140	0.9945	6
0.0042	0.9986	7
0.0011	0.9997	8
0.0002	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Fotanoso/Silver Creek Valley
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.5
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2238	0.2238	0
0.3350	0.5588	1
0.2508	0.8095	2
0.1252	0.9347	3
0.0468	0.9816	4
0.0140	0.9956	5
0.0035	0.9991	6
0.0007	0.9998	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Fotanoso/Silver Creek Valley
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.9
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0194	0.0194	0
0.0765	0.0959	1
0.1508	0.2468	2
0.1982	0.4449	3
0.1953	0.6402	4
0.1539	0.7942	5
0.1011	0.8953	6
0.0569	0.9523	7
0.0281	0.9803	8
0.0123	0.9926	9
0.0048	0.9975	10
0.0017	0.9992	11
0.0006	0.9998	12
0.0002	0.9999	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Fotanoso/Silver Creek Valley
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.3
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0131	0.0131	0
0.0566	0.0697	1
0.1228	0.1925	2
0.1777	0.3702	3
0.1927	0.5629	4
0.1672	0.7302	5
0.1209	0.8511	6
0.0750	0.9261	7
0.0407	0.9667	8
0.0196	0.9863	9
0.0085	0.9949	10
0.0034	0.9982	11
0.0012	0.9994	12
0.0004	0.9998	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Fotanoso/Silver Creek Valley
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7145	0.7145	0
0.2402	0.9547	1
0.0404	0.9951	2
0.0045	0.9996	3
0.0004	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
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0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
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0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Fotanoso/Silver Creek Valley
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5427	0.5427	0
0.3317	0.8744	1
0.1013	0.9758	2
0.0206	0.9964	3
0.0032	0.9996	4
0.0004	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
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0.0000	1.0000	37
0.0000	1.0000	38
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0.0000	1.0000	41
0.0000	1.0000	42
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0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Fotanoso/Silver Creek Valley
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5106	0.5106	0
0.3432	0.8538	1
0.1154	0.9692	2
0.0258	0.9950	3
0.0043	0.9993	4
0.0006	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
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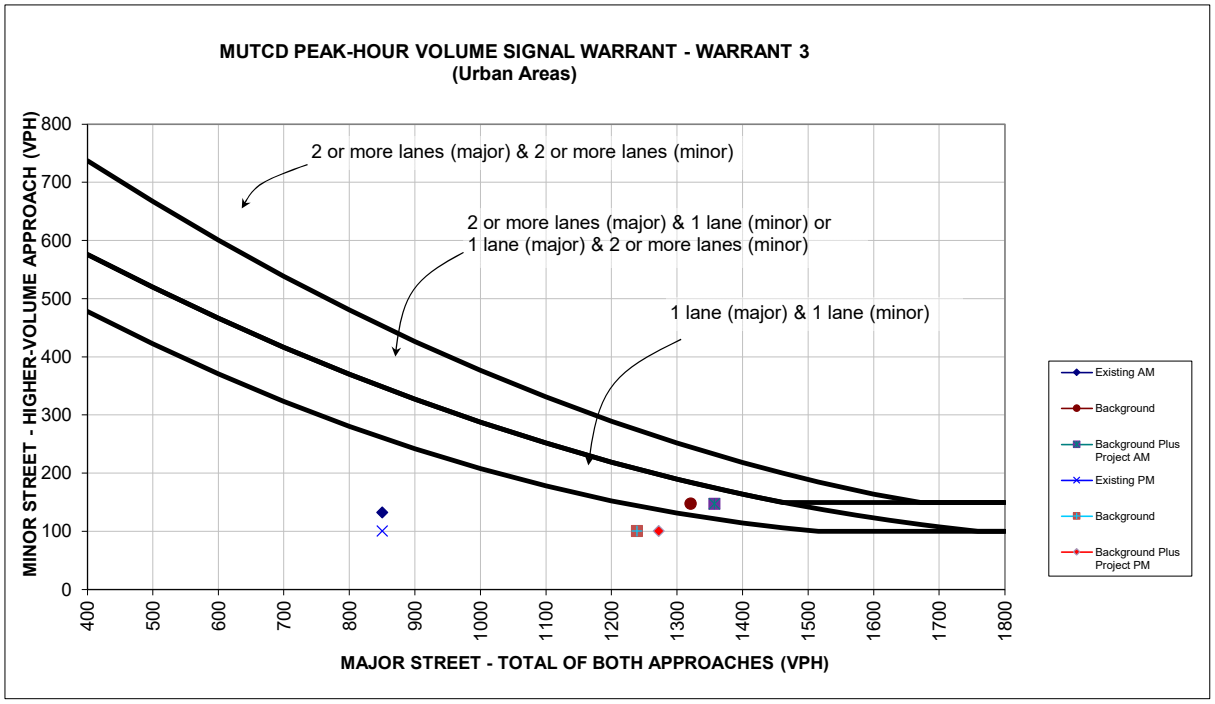
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Appendix F
Signal Warrant Check

Embedded Way Industrial

7 . US 101 NB Ramps/Dove Road and Hellyer Road



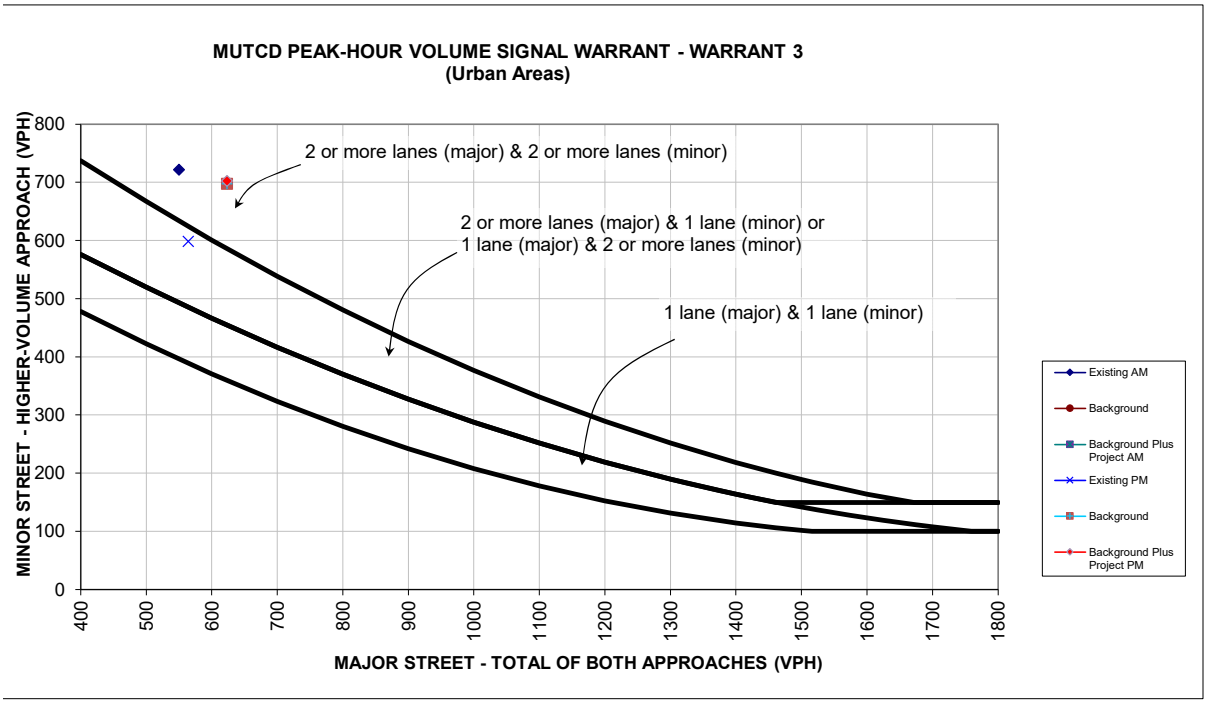
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Background	Background Plus Project AM
Major Street - Both Approaches	Hellyer Road	X		850	1321	1357
Minor Street - Highest Approach	US 101 NB Ramps/Dove Road	X		133	148	148
Maximum warrant threshold for minor street volume				261	127	121
Difference between warrant threshold & minor street volume				128	21	27
		Warrant Met?		No	**Yes**	**Yes**

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Background	Background Plus Project PM
Major Street - Both Approaches	Hellyer Road	X		850	1239	1272
Minor Street - Highest Approach	US 101 NB Ramps/Dove Road	X		101	101	101
Maximum warrant threshold for minor street volume				261	144	137
Difference between warrant threshold & minor street volume				160	43	36
		Warrant Met?		No	No	No

Embedded Way Industrial

8 . Hellyer Avenue and US 101 SB Ramps



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Background	Background Plus Project AM
Major Street - Both Approaches	Hellyer Avenue	X		550	623	623
Minor Street - Highest Approach	US 101 SB Ramps	X		722	970	999
Maximum warrant threshold for minor street volume				396	360	360
Difference between warrant threshold & minor street volume				326	610	639
		Warrant Met?		Yes	Yes	Yes

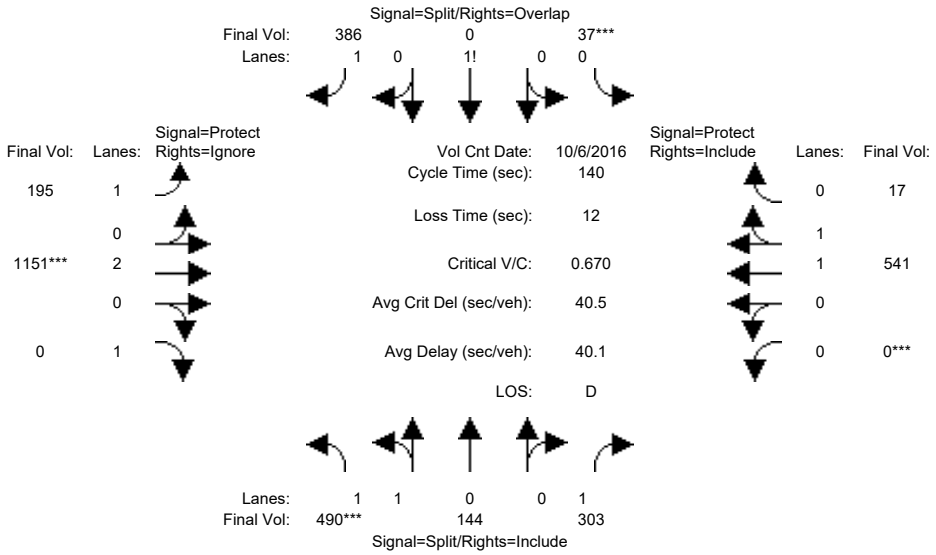
		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Background	Background Plus Project PM
Major Street - Both Approaches	Hellyer Avenue	X		564	623	623
Minor Street - Highest Approach	US 101 SB Ramps	X		599	698	703
Maximum warrant threshold for minor street volume				389	360	360
Difference between warrant threshold & minor street volume				210	338	343
		Warrant Met?		Yes	Yes	Yes

Appendix G
Freeway Off-Ramp Queuing Calculations

EMBEDDED WAY INDUSTRIAL
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3018: 101/BLOSSOM HILL (E)



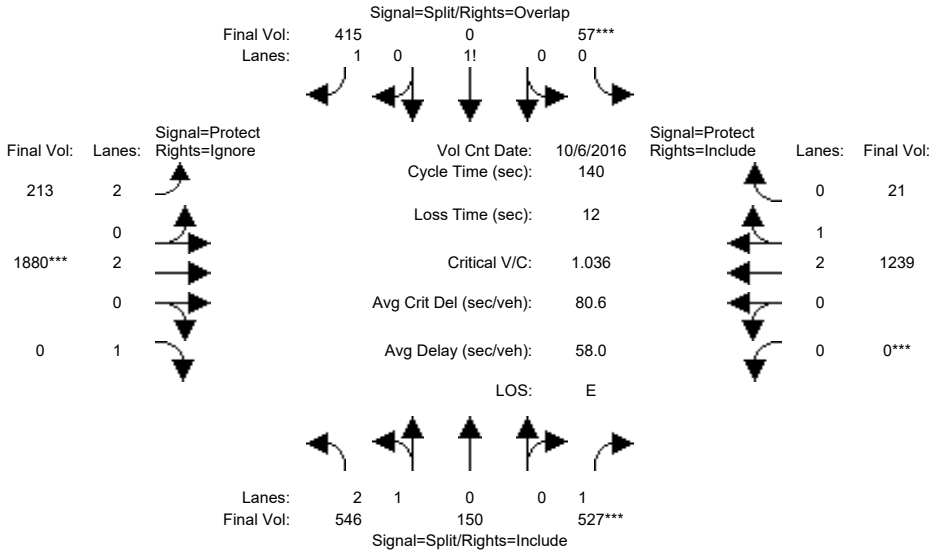
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:15-8:15												
Base Vol:	490	144	303	37	0	386	195	1151	0	0	541	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	144	303	37	0	386	195	1151	0	0	541	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	144	303	37	0	386	195	1151	0	0	541	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	490	144	303	37	0	386	195	1151	0	0	541	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	144	303	37	0	386	195	1151	0	0	541	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	490	144	303	37	0	386	195	1151	0	0	541	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.55	0.45	1.00	0.16	0.00	1.84	1.00	2.00	1.00	0.00	1.94	0.06
Final Sat.:	2744	806	1750	282	0	3218	1750	3800	1750	0	3587	113
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.17	0.13	0.00	0.12	0.11	0.30	0.00	0.00	0.15	0.15
Crit Moves:	****			****				****		****		
Green Time:	37.3	37.3	37.3	27.4	0.0	54.3	26.9	63.3	0.0	0.0	36.4	36.4
Volume/Cap:	0.67	0.67	0.65	0.67	0.00	0.31	0.58	0.67	0.00	0.00	0.58	0.58
Delay/Veh:	47.7	47.7	48.8	54.9	0.0	29.9	54.0	31.2	0.0	0.0	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	47.7	48.8	54.9	0.0	29.9	54.0	31.2	0.0	0.0	46.1	46.1
LOS by Move:	D	D	D	D	A	C	D	C	A	A	D	D
HCM2k95thQ:	24	24	23	20	0	13	15	33	0	0	19	19

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

EMBEDDED WAY INDUSTRIAL
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3018: 101/BLOSSOM HILL (E)



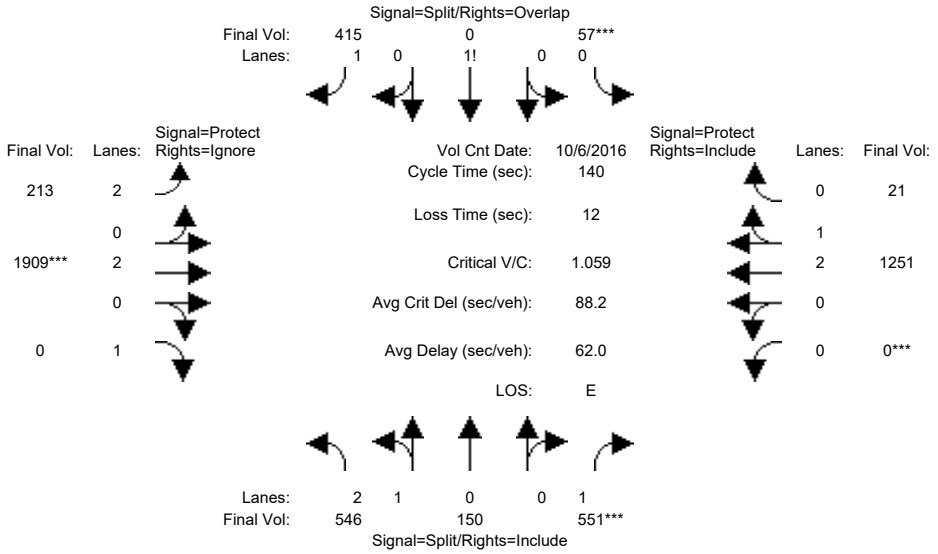
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:15-8:15												
Base Vol:	490	144	303	37	0	386	195	1151	0	0	541	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	144	303	37	0	386	195	1151	0	0	541	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	56	6	224	20	0	29	18	729	28	0	698	4
Initial Fut:	546	150	527	57	0	415	213	1880	28	0	1239	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	546	150	527	57	0	415	213	1880	0	0	1239	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	546	150	527	57	0	415	213	1880	0	0	1239	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	546	150	527	57	0	415	213	1880	0	0	1239	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	2.41	0.59	1.00	0.22	0.00	1.78	2.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	3875	1065	1750	377	0	3123	3150	3800	1750	0	5507	93
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.30	0.15	0.00	0.13	0.07	0.49	0.00	0.00	0.23	0.23
Crit Moves:			****	****				****		****		
Green Time:	40.7	40.7	40.7	20.4	0.0	35.9	15.5	66.9	0.0	0.0	51.4	51.4
Volume/Cap:	0.48	0.48	1.04	1.04	0.00	0.52	0.61	1.04	0.00	0.00	0.61	0.61
Delay/Veh:	41.2	41.2	99.1	111.5	0.0	45.2	62.6	67.6	0.0	0.0	36.7	36.7
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:	41.2	41.2	99.1	111.5	0.0	45.2	62.6	67.6	0.0	0.0	36.7	36.7
LOS by Move:	D	D	F	F	A	D	E	E	A	A	D	D
HCM2k95thQ:	18	18	51	31	0	18	10	72	0	0	26	26

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

EMBEDDED WAY INDUSTRIAL
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3018: 101/BLOSSOM HILL (E)



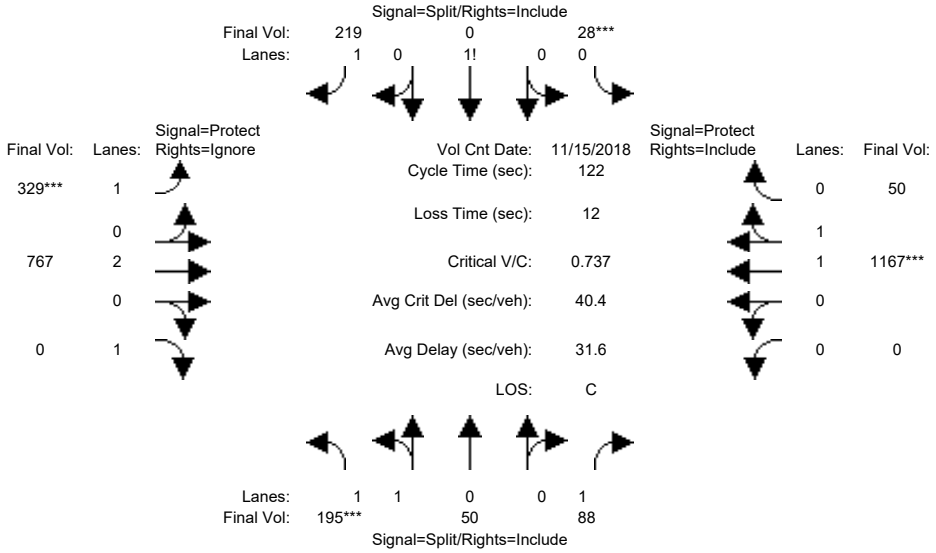
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 7:15-8:15												
Base Vol:	490	144	303	37	0	386	195	1151	0	0	541	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	144	303	37	0	386	195	1151	0	0	541	17
Added Vol:	0	0	24	0	0	0	0	29	0	0	12	0
ATI:	56	6	224	20	0	29	18	729	28	0	698	4
Initial Fut:	546	150	551	57	0	415	213	1909	28	0	1251	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	546	150	551	57	0	415	213	1909	0	0	1251	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	546	150	551	57	0	415	213	1909	0	0	1251	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	546	150	551	57	0	415	213	1909	0	0	1251	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	2.41	0.59	1.00	0.22	0.00	1.78	2.00	2.00	1.00	0.00	2.95	0.05
Final Sat.:	3875	1065	1750	377	0	3123	3150	3800	1750	0	5507	92
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.31	0.15	0.00	0.13	0.07	0.50	0.00	0.00	0.23	0.23
Crit Moves:			****	****				****		****		
Green Time:	41.6	41.6	41.6	20.0	0.0	35.2	15.2	66.4	0.0	0.0	51.2	51.2
Volume/Cap:	0.47	0.47	1.06	1.06	0.00	0.53	0.62	1.06	0.00	0.00	0.62	0.62
Delay/Veh:	40.5	40.5	105.2	119.2	0.0	45.8	63.1	75.7	0.0	0.0	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	40.5	105.2	119.2	0.0	45.8	63.1	75.7	0.0	0.0	37.1	37.1
LOS by Move:	D	D	F	F	A	D	E	E	A	A	D	D
HCM2k95thQ:	17	17	54	31	0	18	10	75	0	0	26	26

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

EMBEDDED WAY INDUSTRIAL
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3018: 101/BLOSSOM HILL (E)



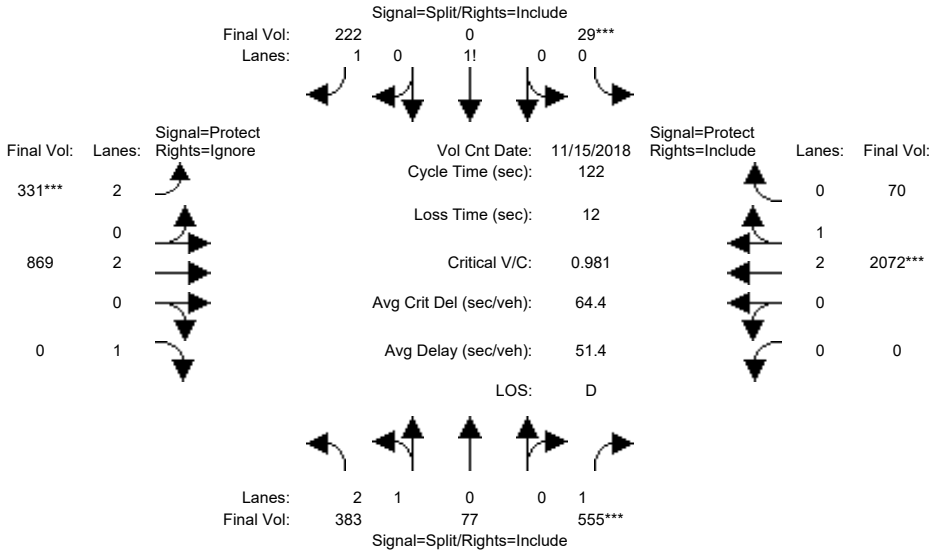
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	195	50	88	28	0	219	329	767	1628	0	1167	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	50	88	28	0	219	329	767	1628	0	1167	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	50	88	28	0	219	329	767	1628	0	1167	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	195	50	88	28	0	219	329	767	0	0	1167	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	50	88	28	0	219	329	767	0	0	1167	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	195	50	88	28	0	219	329	767	0	0	1167	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.60	0.40	1.00	0.20	0.00	1.80	1.00	2.00	1.00	0.00	1.92	0.08
Final Sat.:	2825	724	1750	356	0	3144	1750	3800	1750	0	3548	152
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.08	0.00	0.07	0.19	0.20	0.00	0.00	0.33	0.33
Crit Moves:	****			****			****				****	
Green Time:	11.4	11.4	11.4	13.0	0.0	13.0	31.1	85.6	0.0	0.0	54.4	54.4
Volume/Cap:	0.74	0.74	0.54	0.74	0.00	0.65	0.74	0.29	0.00	0.00	0.74	0.74
Delay/Veh:	62.2	62.2	56.3	61.2	0.0	56.4	48.0	6.9	0.0	0.0	29.6	29.6
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:	62.2	62.2	56.3	61.2	0.0	56.4	48.0	6.9	0.0	0.0	29.6	29.6
LOS by Move:	E	E	E	E	A	E	D	A	A	A	C	C
HCM2k95thQ:	12	12	8	13	0	11	22	10	0	0	33	33

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

EMBEDDED WAY INDUSTRIAL
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3018: 101/BLOSSOM HILL (E)



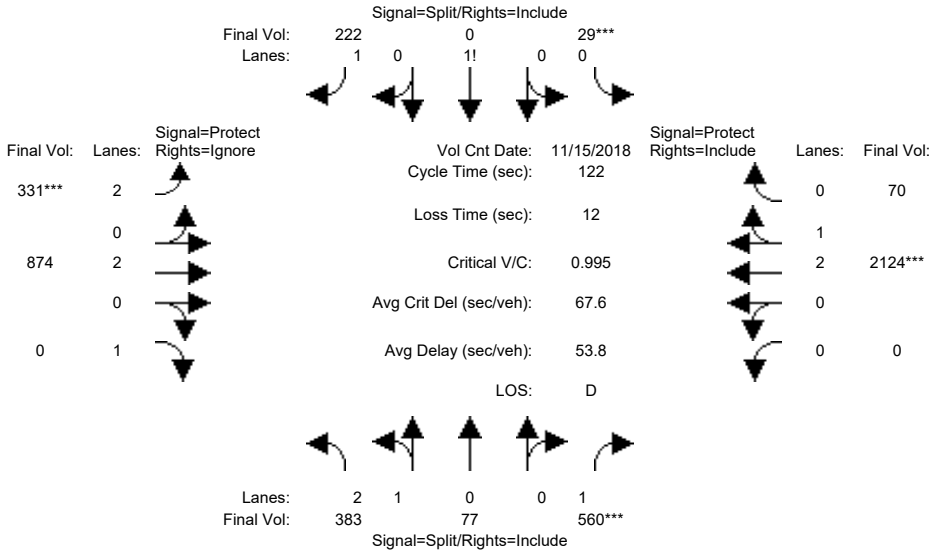
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	195	50	88	28	0	219	329	767	1628	0	1167	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	50	88	28	0	219	329	767	1628	0	1167	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	188	27	467	1	0	3	2	102	16	0	905	20
Initial Fut:	383	77	555	29	0	222	331	869	1644	0	2072	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	383	77	555	29	0	222	331	869	0	0	2072	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	77	555	29	0	222	331	869	0	0	2072	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	383	77	555	29	0	222	331	869	0	0	2072	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	2.54	0.46	1.00	0.21	0.00	1.79	2.00	2.00	1.00	0.00	2.90	0.10
Final Sat.:	4115	827	1750	363	0	3138	3150	3800	1750	0	5417	183
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.32	0.08	0.00	0.07	0.11	0.23	0.00	0.00	0.38	0.38
Crit Moves:			****	****			****				****	
Green Time:	39.4	39.4	39.4	10.0	0.0	10.0	13.1	60.6	0.0	0.0	47.5	47.5
Volume/Cap:	0.29	0.29	0.98	0.98	0.00	0.86	0.98	0.46	0.00	0.00	0.98	0.98
Delay/Veh:	30.9	30.9	74.0	105.1	0.0	77.7	98.3	20.2	0.0	0.0	52.0	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	30.9	74.0	105.1	0.0	77.7	98.3	20.2	0.0	0.0	52.0	52.0
LOS by Move:	C	C	E	F	A	E	F	C	A	A	D	D
HCM2k95thQ:	10	10	46	17	0	14	16	18	0	0	49	49

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

EMBEDDED WAY INDUSTRIAL
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3018: 101/BLOSSOM HILL (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	195	50	88	28	0	219	329	767	1628	0	1167	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	50	88	28	0	219	329	767	1628	0	1167	50
Added Vol:	0	0	5	0	0	0	0	5	0	0	52	0
ATI:	188	27	467	1	0	3	2	102	16	0	905	20
Initial Fut:	383	77	560	29	0	222	331	874	1644	0	2124	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	383	77	560	29	0	222	331	874	0	0	2124	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	77	560	29	0	222	331	874	0	0	2124	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	383	77	560	29	0	222	331	874	0	0	2124	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	2.54	0.46	1.00	0.21	0.00	1.79	2.00	2.00	1.00	0.00	2.90	0.10
Final Sat.:	4115	827	1750	363	0	3138	3150	3800	1750	0	5421	179
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.32	0.08	0.00	0.07	0.11	0.23	0.00	0.00	0.39	0.39
Crit Moves:			****	****			****				****	
Green Time:	39.2	39.2	39.2	10.0	0.0	10.0	12.9	60.8	0.0	0.0	48.0	48.0
Volume/Cap:	0.29	0.29	1.00	0.98	0.00	0.86	1.00	0.46	0.00	0.00	1.00	1.00
Delay/Veh:	31.1	31.1	78.4	105.1	0.0	77.7	103.0	20.1	0.0	0.0	55.3	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	31.1	78.4	105.1	0.0	77.7	103.0	20.1	0.0	0.0	55.3	55.3
LOS by Move:	C	C	E	F	A	E	F	C	A	A	E	E
HCM2k95thQ:	10	10	47	17	0	14	16	18	0	0	51	51

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

Appendix H
Edenvale Technology Park Easement Agreement

****This document was electronically submitted to Santa Clara County for recording****

23976118

Regina Alcomendras
Santa Clara County - Clerk-Recorder
07/13/2018 01:30 PM

Titles: 1 Pages: 100
Fees: $322.00
Tax: $0
Total: $322.00

RECORDING REQUESTED BY:
First American Title Insurance Company National Commercial Services

WHEN RECORDED MAIL DOCUMENT TO:
M West Propco XIII LLC
c/o DivcoWest Silicon Valley 3351 Olcott Street
Santa Clara, CA 95054
Attn: Justin Wesley

Space Above This Line for Recorder's Use Only

A.P.N.: 679-01-011

File No.: NCS-772141-25-SC (DKLZ)

Property Address: 845 and 855 Embedded Way, San Jose, CA

DECLARATION OF COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR EDENVALE TECHNOLOGY PARK
Title of Document

The undersigned declares that the document to which this page is affixed and made a part of is exempt from the fee imposed by the Affordable Housing & Job Act (SB2) (GC 27388.1)

This document is a transfer that is subject to the imposition of documentary transfer tax.

(X) Recorded [concurrently] in connection with a transfer of real property subject to the imposition of Documentary Transfer Tax per GC 27388.1 (a) (2).

() Recorded [concurrently] in connection with a transfer of real property that is residential dwelling to an owner-occupier per GC 27388.1 (a) (2).

() Maximum fee of $225 has been reached per GC 27388.1 (a) (1).

() Not related to real property GC 27388.1 (a) (1).

() Transfer of real property subject to the imposition of Documentary Transfer Tax - GC 27388.1 (a)(2)

() Transfer of real property that is a residential dwelling to an owner-occupier - GC 27388.1 (a)(2)

Signature

Date

THIS PAGE ADDED TO PROVIDE EXEMPTION INFORMATION FOR THE BUILDING HOMES AND JOBS ACT FEE
(SB-2; AFFORDABLE HOUSING FEE)
($3.00 Additional recording fee applies)

RECORDING REQUESTED BY:
AND WHEN RECORDED MAIL TO:

M West Propco XIII LLC
c/o DivcoWest Silicon Valley Investments
3351 Olcott Street
Santa Clara, CA 95054

Attn: Justin Wesley

[APNs: 679-01-011, 679-01-019,
and 679-01-020]

DECLARATION OF COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR EDENVALE TECHNOLOGY PARK

DECLARATION OF COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR EDENVALE TECHNOLOGY PARK

This Declaration of Covenants, Conditions, Restrictions and Easements for Edenvale Technology Park (this "**Declaration**") is made as of the 13 **day of** July, **2018**, by and among M West Propco XIII LLC, a Delaware limited liability company (together with its successors and assigns, the "**Parcel A Owner**"), M West Propco XXII LLC, a Delaware limited liability company (together with its successors and assigns, the "**Parcel B Owner**"), and M West Propco IX LLC, a Delaware limited liability company (together with its successors and assigns, the "**Parcel C Owner**"), with reference to the facts set forth below.

RECITALS:

A. The Parcel A Owner is the owner of that certain real property situated in the City of San Jose, County of Santa Clara, State of California, more particularly described on Exhibit "A-1" attached hereto and incorporated herein by this reference ("**Parcel A**"), which for the purposes of this Declaration shall have, and shall be deemed to have, 20.538 acres.

B. The Parcel B Owner is the owner of that certain real property situated in the City of San Jose, County of Santa Clara, State of California, more particularly described on Exhibit "A-2" attached hereto and incorporated herein by this reference ("**Parcel B**"), which for the purposes of this Declaration shall have, and shall be deemed to have, 10.165 acres.

C. The Parcel C Owner is the owner of that certain real property situated in the City of San Jose, County of Santa Clara, State of California, more particularly described on Exhibit "A-3" attached hereto and incorporated herein by this reference ("**Parcel C**"), which for the purposes of this Declaration shall have, and shall be deemed to have, 4.671 acres.

D. The parties hereto to establish certain covenants, conditions, restrictions and easements with respect to said Parcels, for the mutual and reciprocal benefit and complement of Parcel A, Parcel B, and Parcel C, and the present and future owners and occupants thereof, on the terms and conditions hereinafter set forth.

NOW, THEREFORE, the Parcel A Owner, the Parcel B Owner, and the Parcel C Owner do hereby establish and declare that the Project (as hereinafter defined) and every portion thereof shall be owned, held, conveyed, transferred, subdivided, leased, encumbered, developed, improved, maintained, repaired, occupied and used subject to the covenants, conditions, restrictions, easements, rights, liens, charges and other protective and beneficial provisions set forth in this Declaration, which (a) are mutual, beneficial and equitable servitudes in favor of and for the mutual use and benefit of the Project and each and every part thereof; (b) are hereby expressly declared to be binding upon the Project and each and every part thereof; (c) shall run with the Project and each and every part thereof; (d) shall inure to the benefit of and be a burden upon the Project and each and every part thereof; and (e) shall bind the Parcel A Owner, the Parcel B Owner, the Parcel C Owner and their respective heirs, representatives, successors and assigns as Owners (as hereinafter defined) of the Project or any part thereof and shall bind all of such Owners' Permittees (as hereinafter defined). Upon recordation of this Declaration, any conveyance, transfer, sale, hypothecation, assignment, lease or sublease made by any present or future Owner of any portion of the Project shall be and hereby is deemed to incorporate by reference the provisions of this Declaration as the same may from time to time be amended.

ARTICLE 1

DEFINITIONS

Unless the context otherwise requires, defined terms in this Declaration shall have the same meanings set forth below.

1.1 Building or Buildings. The terms "**Building**" or "**Buildings**" shall mean the building(s) on each Parcel.

1.2 Common Area. The term "**Common Area**" shall mean those portions of the Parcel A, Parcel B, and Parcel C that from time to time are outside of exterior walls of Buildings, excluding any (a) enclosed outdoor amenity areas, (b) signage, and (c) other structures from time to time located on the Parcels, and which are either unimproved, or are improved as (without limitation) parking areas, landscaping, driveways, roadways, walkways, light standards, curbing, paving, entrances, exits and other similar exterior site improvements. The term "Common Areas" shall not be construed to grant Parcel Owners any rights to use the Common Areas of another Parcel.

1.3 Declaration. The term "**Declaration**" shall mean this Declaration of Covenants, Conditions, Restrictions and Easements for Edenvale Technology Park, as it may from time to time be amended.

1.4 Default Interest Rate. The term "**Default Interest Rate**" shall mean the lesser of (a) four percent (4%) per annum in excess of the "Prime Rate," or (b) the highest lawful rate. The "Prime Rate" shall be the rate announced as such from time to time by Bank of America or its successor. If there shall be no such announced rate of such bank or its successor, then the "**Prime Rate**" shall be the "**Wall Street Journal Prime Rate**", as announced from time to time in the Wall Street Journal. If there shall be no such Wall Street Journal Prime Rate, then the "**Prime Rate**" shall be such equivalent rate as is charged from time to time by a major money-center bank selected by the Parcel A Owner.

1.5 Environmental Laws. The term "**Environmental Laws**" shall mean all federal, state, county, municipal, local and other laws, rules, regulations, orders, ordinances and statutes which relate to or deal with Hazardous Materials (as hereinafter defined), as may be amended from time to time.

1.6 Governmental Requirements. The term "**Governmental Requirements**" shall mean all applicable laws, rules, regulations, orders, ordinances, statutes, subdivision requirements, zoning restrictions, map conditions (including, without limitation, conditions of approval issued by the City of San Jose for any portion of the Project) and all other requirements (including all requirements to have or to obtain permits) of any governmental or quasi-governmental agency or body with jurisdiction over any portion of the Project, including, without limitation, the City of San Jose, the County of Santa Clara, the State of California or the U.S. Federal Government.

1.7 Grant Deeds. The term "**Grant Deeds**" shall mean the following Grant Deeds by Mission West Properties, Inc., a Maryland corporation, as grantor thereunder, each dated as of December 24, 2012: (a) that certain Grant Deed conveying fee simple title to Parcel A to the Parcel A Owner, recorded in the Office of the Recorder of the County of Santa Clara, State of California, as Document Number 22017478, (b) that certain Grant Deed conveying fee simple title to Parcel B to the Parcel B Owner, recorded in the Office of the Recorder of the County of Santa Clara, State of California, as Document Number 22017600, and (c) that certain Grant Deed conveying fee simple title to Parcel C to the Parcel C Owner, recorded in the Office of the Recorder of the County of Santa Clara, State of California, as Document Number 22017548. Each Grant Deed conveys the Parcel so conveyed, together with the rights and subject to the obligations of certain of the Project Easements, as more particularly described therein.

1.8 Hazardous Material. The term "**Hazardous Materials**" shall mean and refer to any and all waste, pollutants, contaminants, toxic substances, materials, gasoline, crude oil or any fraction thereof, natural gas, natural gas liquids, liquefied natural gas or synthetic gas usable for fuel, petroleum or petroleum products, asbestos and asbestos-containing materials, tremolite, anthophylite, actinolite, polychlorinated biphenyls, lead, radon, mold, mycotoxins, microbial matter, airborne pathogens (naturally occurring or otherwise), flammables and explosives, radioactive materials, or any other chemical, substance, or material that: (a) after release into the environment and upon exposure, ingestion, inhalation, or assimilation, either directly from the environment or indirectly by ingestion through food chains will, or may reasonably be anticipated to, cause death, disease, bodily injury, birth defects, behavior abnormalities, cancer, or genetic abnormalities or (b) poses a threat to human health or the environment or adversely affects a Parcel or the Project or (c) is now or at any time in the future becomes regulated under, or is defined, classified or designated as hazardous, toxic, radioactive or dangerous, or other similar term or category under, any applicable Environmental Law.

1.9 I/E Improvements. The term "**I/E Improvements**" shall mean paving, curbs, street lighting, traffic islands and other related improvements from time to time located on or upon areas of the Property used for the purpose of vehicular ingress and egress.

1.10 Improvements. The term "**Improvements**" shall mean and refer to any improvements installed above or below ground, including, without limitation, all Buildings, I/E Improvements, parking areas, parking lighting, driveways, roadways, sidewalks, structures, utilities lines and

facilities, signage, hardscaping, landscaping and irrigation systems, and appurtenances thereto of every type and nature.

1.11 Involuntary Transfer. The term " **Involuntary Transfer**" shall mean the conveyance or foreclosure of fee or leasehold title to a Parcel from an Owner (the "**Involuntary Transferor**") to a Mortgagee or its designee or assignee (the "**Involuntary Transferee**"), resulting from any of the following: (a) the judicial or non-judicial foreclosure of a Mortgage; or (b) the grant of a deed in lieu of such foreclosure; provided that, upon the occurrence of such an Involuntary Transfer, the Involuntary Transferor shall be conclusively deemed to have assigned all of such Involuntary Transferor's rights, powers, title and interest in its Parcel and this Declaration to the Involuntary Transferee, who shall be conclusively deemed to have assumed all of the Involuntary Transferor's covenants and obligations hereunder accruing from and after the date of such Involuntary Transfer.

1.12 Lessee. The term "**Lessee**" shall mean each Person who, at any given time, is leasing a Parcel or a Building, or a portion of a Parcel or a Building, from an Owner under a written lease agreement. An Owner may designate, by an executed and recorded instrument, a Lessee as primarily responsible for the burdens and obligations imposed herein during the term of the lease, and may further designate to such Lessee the right to exercise the powers granted to such Owner under this Declaration. Such designation, however, shall not result in a release of such Owner from any responsibility and liability hereunder.

1.13 Maintain and Repair. The term "**Maintain and Repair**" shall mean to maintain, repair, upgrade, replace an item in connection with the performance of any obligation or the exercise of any right as and when reasonably necessary to keep the item referenced in good condition, order and repair and at all times in compliance with applicable Governmental Requirements.

1.14 Maintaining and Repairing. The term "**Maintaining and Repairing**" shall mean maintaining, repairing, upgrading, replacing and performing any other obligation as and when reasonably necessary to keep the item referenced in good condition, order and repair and at all times in compliance with applicable Governmental Requirements.

1.15 Maintenance and Repair Costs. The term "**Maintenance and Repair Costs**" shall mean any and all reasonable costs (including, without limitation, reasonable attorneys' fees and costs) incurred in connection with Maintaining and Repairing the item referenced.

1.16 Map. The term "**Map**" shall mean that certain Parcel Map of the Property recorded in the Office of the Recorder of the County of Santa Clara, State of California, on December 11, 2008, in Book 829 of Maps, Pages 4 through 7, inclusive.

1.17 Mortgage. The term "**Mortgage**" shall mean any first or second mortgage, indenture of first or second mortgage, or first or second deed of trust first or second mortgage, to a federal or state chartered bank, mortgage company, life insurance company, federal or state savings & loan association, real estate investment trust or any other institutional lender on the interest, whether fee or leasehold, of an Owner in a Parcel and, to the extent applicable, a lease or sublease, as the case may be, entered into pursuant to a "sale and leaseback" or "assignment and sub-leaseback" transaction.

1.18 Mortgagee. The term "**Mortgagee**" shall mean a mortgagee or trustee and beneficiary under a Mortgage, or its designee or assignee, and, to the extent applicable, a fee owner or lessor or sublessor of any Parcel, or their respective designees, which is the subject of a lease under which any Owner becomes a Lessee in a "sale and leaseback" or "assignment and sub-leaseback" transaction.

1.19 Occupant. The term "**Occupant**" shall mean any Person from time to time entitled to the use and occupancy of any portion of a Building or other part of the Property as fee title Owner or under any lease, sublease, license or other instrument or other entitlement or arrangement under which such Person acquires its right to such use and occupancy.

1.20 Owner. The term "**Owner**" or "**Owners**" or sometimes "**Parcel Owner**" or "**Parcel Owners**" as used in this Declaration shall mean the Parcel A Owner, the Parcel B Owner, the Parcel C Owner, and all successor fee title owners to all or any portion of the Property and their successors in interest as hereinafter provided, and provided further that:

1.20.1 In the event a Parcel is divided into one or more separate legal lots, each of such separate legal lots shall thereafter be considered to be a "Parcel" and the Owners of each such legal lot shall be an "Owner". Any Parcel or Parcels subdivided as aforesaid shall remain subject to this Declaration.

1.20.2 In the event any of the Owners shall transfer its present interest in a Parcel, or a portion of such interest, in such manner as to vest its present interest in such Parcel in more than one Person other than by creation of a separate legal lot, then Persons having in excess of a fifty percent (50%) ownership interest in such Parcel shall designate one individual to act on behalf of all of such Owners in the exercise of the powers granted to the Owner of such Parcel under this Declaration. So long as such designation remains in effect, such designee shall be deemed to be an Owner of such Parcel hereunder and shall have the power to bind such Parcel and such other Owners of such Parcel. Such designation shall not release such Owners from liability hereunder. Any such designation must be in writing, and served upon the Owners of each of the Parcels. If such a designation is not provided, then all Owners of such Parcel shall be required to act on behalf of the Owners of such Parcel. The term "Owner" shall also include any Lessee satisfying the requirements of Section 1.12 and designated in writing by an Owner (a copy of which shall be delivered to the other Owners) to act on behalf of such Owner in the exercise of some or all of the powers granted to the Owner under this Declaration for the limited purposes expressly set forth in such writing.

1.20.3 Reference in this Declaration to the Parcel A Owner, the Parcel B Owner and the Parcel C Owner shall mean and refer to the then owner of the fee simple title to the referenced Parcels.

1.21 Parcel or Parcels. The term "**Parcel**" or each legal lot comprising the Property from time to time and the term "**Parcels**" shall mean all of such Parcels. If one or more of the Parcels are subdivided into additional legal lots, then the term "Parcels" shall collectively refer to all of such

legal lots shown on any such recorded map. If any further maps are recorded after the date of this Declaration further subdividing one or more of the Parcels, then the Owner(s) of the subdivided parcel may record an amendment to this Declaration executed solely by such Owner(s) and their respective Notifying Mortgagees, as applicable, designating the further subdivision of one or more of the Parcels; however, the failure of such Owner(s) to record such amendment shall not affect the designation of such legal lots as Parcels under this Declaration.

1.22 Permittees. The term "**Permittees**" shall mean the Owners and Occupants, and their respective officers, directors, members, shareholders, partners, trustees, employees, agents, contractors, customers, vendors, visitors, invitees, lessees, sublessees, licensees and concessionaires.

1.23 Permitted Excuse. The term "**Permitted Excuse**" shall mean: (a) labor disputes, acts of God, moratoriums, war, riots, insurrections, civil commotions, inability to obtain labor or materials or reasonable substitutes for either, fire, unusual delay in transportation, adverse weather conditions not reasonably anticipated, and/or unavoidable casualties; (b) unforeseeable acts or failure to act by any governmental or quasi-governmental entity or their respective agents or employees, and/or unforeseeable governmental actions, regulations or controls; or (c) delays caused by the breach or default of any Owner other than the Owner seeking to be excused from performance.

1.24 Person or Persons. The term "**Person**" or "**Persons**" shall mean and include individuals, trusts, partnerships, firms, associations, joint ventures, corporations, limited liability companies, or any other form of business entity.

1.25 Project. The term "**Project**" shall mean all of the Property and all Improvements constructed therein.

1.26 Property. The term "**Property**" shall mean Parcel A, Parcel B and Parcel C or designated portion thereof, as applicable.

ARTICLE 2

PROJECT EASEMENTS

2.1 Declaration, Acknowledgement, Confirmation and Grant of Project Easements. The Parcel Owners declare that their respective Parcels shall be subject to the following irrevocable, perpetual (except as expressly stated to be for a duration of less than perpetual), non-exclusive (except as expressly stated to be exclusive) easements (collectively, the "**Project Easements**"), some of which have been granted and/or reserved by the Map and or one or more of the Grant Deeds:

2.1.1 Reciprocal Ingress, Egress and Emergency Access Easement. That certain reciprocal ingress, egress and emergency access easement for vehicular ingress, egress and emergency access (the "**Reciprocal I/E Easement**") on and across those parts of the Property depicted on the Map and identified thereon as the reciprocal ingress, egress and emergency access easement (the area so depicted, the "**Reciprocal I/E Easement Area**"), which Reciprocal I/E Easement Area is also depicted and identified on Exhibit B attached hereto and made a part hereof.

Parcel A is subject to and burdened by the Reciprocal I/E Easement for the benefit of Parcels B and C, Parcel B is subject to and burdened by the Reciprocal I/E Easement for the benefit of Parcels A and C, and Parcel C is subject to and burdened by the Reciprocal I/E Easement for the benefit of Parcels A and B. The Reciprocal I/E Easement Area consists of the "**Western Access Way**", the "**Eastern Access Way**" and the "**Hellyer Access Way**" (which, collectively, shall be referred to as the "**Access Ways**"), together with areas of ingress and egress over and across the driveway areas on Parcels A and B which connect the Western and Eastern Access Ways to the Hellyer Access Way (the "**Driveway I/E Easement Area**"), all as identified and depicted on Exhibit B.

2.1.2 Ingress, Egress and Landscape Easement. That certain ingress, egress and landscape easement (the "**I/E and Landscape Easement**") on, over, across and under that part of Parcel B depicted on the Map and identified thereon as an easement for ingress, egress and landscape (the area so depicted, the "**I/E and Landscape Easement Area**"), for (a) vehicular ingress and egress on, over and across, and the installation, use and Maintenance and Repair of irrigation lines and facilities under, that part of the I/E and Landscape Easement Area from time to time improved with I/E Improvements, and (b) the installation, use and Maintenance and Repair of Landscaping Materials and Facilities (as hereinafter defined) under and over the remainder of the I/E and Landscape Easement Area (the "**Parcel B Landscape Area**") for the benefit of Parcel C, which I/E and Landscape Easement Area is also depicted and identified on Exhibit C attached hereto and made a part hereof. The term "**Landscaping Materials and Facilities**" shall mean any and all landscaping materials, irrigation lines and related facilities from time to time installed by the Parcel C Owner and/or its Permittees within the Parcel B Landscaping Area and/or any irrigation lines and facilities installed by the Parcel C Owner and/or its Permittees under the I/E Improvements within the I/E and Landscape Easement Area, as described above, as the case may be.

(a) Landscape Plan Approval. The Parcel B Owner approves the Landscaping Materials and Facilities currently located within the I/E and Landscape Easement. If the Parcel C Owner desires to make material changes to the then existing Landscaping Materials and Facilities, the Parcel C Owner shall obtain the prior approval of the Parcel B Owner, which approval shall not be unreasonably withheld, delayed or conditioned following Parcel C Owner's satisfaction of the following procedures:

1. The Parcel C Owner shall submit to the Parcel B Owner a landscape plan depicting the general location and type of then existing and proposed Landscaping Materials and Facilities (the "**Landscape Plan**"). The Parcel B Owner shall either approve or reject the Landscape Plan in writing within fifteen (15) days after the Parcel B Owner's receipt of the Landscape Plan. Any written rejection must

provide an explanation of the basis for the rejection of the Landscape Plan.

2. The Parcel C Owner shall have the right to address the objections to the Landscape Plan raised by the Parcel B Owner and submit a revised Landscape Plan for approval. The Parcel B Owner shall either approve or reject the revised Landscape Plan in writing within fifteen (15) days after the Parcel B Owner's receipt of the revised Landscape Plan. If the revised Landscape Plan is rejected, the Parcel B Owner shall, in writing, provide an explanation of the basis for the rejection of the revised Landscape Plan within said fifteen (15) day period. There shall be no limit to the number of times revisions to the Landscape Plan may be submitted for approval.

3. The failure of the Parcel B Owner to approve or reject the Parcel C Owner's Landscape Plan or revised Landscape Plan in writing within the fifteen (15) day period described above and in accordance with the foregoing requirements shall be deemed to be an approval of the Landscape Plan or revision thereto then submitted for approval.

2.1.3 Parking Easements.

(a) Exclusive Parking Easement. That certain exclusive parking easement for vehicular parking (the "**Exclusive Parking Easement**") on and across that part of Parcel A for the benefit of Parcel B depicted on the Map and identified thereon as an easement for parking (the area so depicted, the "**Exclusive Parking Easement Area**"), which Exclusive Parking Easement Area is also depicted and identified on Exhibit D-1 attached hereto and made a part hereof (the "**Exclusive Parking Easement Plan**"); provided, however, that until the Parcel B Construction Commencement Date (as hereinafter defined), the Parcel A Owner and its Permittees may use the Exclusive Parking Easement Area and the Partial Spaces (as hereinafter defined) for vehicular parking purposes. The Parcel B Owner hereby grants to the Parcel A Owner a non-exclusive easement over and across the Partial Spaces for vehicular parking purposes until the Parcel B Construction Commencement Date. For avoidance of doubt, the Exclusive Parking Easement Area is limited to the paved full and partial parking spaces identified in the Exclusive Parking Easement Plan and shall not include any curbing, light standards or any other related improvements. Except as set forth in Section 2.1.3(a)(1) below, the number of full and partial parking spaces in the Exclusive Parking Easement Area shall not be decreased and the location of such full or partial parking spaces located in the Exclusive Parking Easement Area shall remain as depicted on the Exclusive Parking Easement Plan unless otherwise agreed to by the Parcel A Owner, the Parcel B Owner and their respective Notifying Mortgagees and any such change is in compliance with any applicable Governmental Requirements. The use of the Exclusive Parking Easement

Area by the Parcel B Owner and its Permittees shall be limited to the parking of passenger vehicles (including, without limitation, pick-up trucks and passenger vans) but shall not be used for the parking of construction trucks (other than construction employee pick-up trucks) or delivery trucks or vans. The Parcel B Owner shall provide adequate parking on Parcel B for such excluded construction and delivery trucks and vans.

1. The Exclusive Parking Easement has been required by the governmental authorities having jurisdiction over the Project to satisfy Parcel B parking requirements related to the future construction of a Building on Parcel B. If, for any reason whatsoever, upon obtaining a building permit for the construction of a Building on Parcel B, the Exclusive Parking Easement, or a portion thereof, is no longer required to meet the governmental parking requirements for the Building to be constructed on Parcel B, then, subject to the prior approval of all Notifying Mortgagees having a security interest in Parcel A and/or Parcel B, the Parcel B Owner shall terminate the Exclusive Parking Easement, or amend the Exclusive Parking Easement to release that part of the Exclusive Parking Easement no longer required by governmental authorities, as the case may be. The Parcel B Owner and the Parcel A Owner, subject to the prior approval of all Notifying Mortgagees having a security interest in Parcel A and/or Parcel B, shall enter into and record an amendment to this Declaration for the sole purpose of terminating the Exclusive Parking Easement or amending the Exclusive Parking Easement to reduce the number of full or partial parking spaces within the Exclusive Parking Easement Area to the minimum number of parking spaces in the Exclusive Parking Easement Area required to satisfy the Parcel B governmental parking requirements. The approval of such an amendment by the Parcel C Owner and its Mortgagee(s) shall not be required. If the number of full or partial parking spaces in the Exclusive Parking Easement Area is to be reduced, the Parcel A Owner and Parcel B Owner shall cooperate in good faith to determine which of the full and/or partial parking spaces will be released from the Exclusive Parking Easement. At such time as the Exclusive Parking Easement is so terminated or amended, the Parcel A Owner shall not be required thereafter to increase the number of parking spaces in the Easement Area or to reinstate the Exclusive Parking Easement in whole or in part. For the avoidance of doubt, nothing in this Subsection 2.1.3(a)1. shall be construed to in any way limit or restrict the building design or footprint for the initial Building to be constructed on Parcel B. The possible reduction in the number of parking spaces subject to the Exclusive Parking Easement, as set forth in this Subsection 2.1.3(a)1. above, shall only be considered after the

initial Building to be constructed on Parcel B has been designed and a building permit for such initial Building has been issued.

(b) Reciprocal Parking Space Easement. Along the shared boundary line between Parcels A and B, certain parking spaces subject in part to the Exclusive Parking Easement straddle the common property line shared by Parcels A and B (collectively, the "**Shared Parking Spaces**"). The part of the Shared Parking Spaces located on Parcel B are identified on Exhibit D-2 attached hereto as the "**Partial Spaces**". The remainder of the Shared Parking Spaces are located on Parcel A. If and to the extent that any of the partial Shared Parking Spaces located on Parcel A is/are released from the Exclusive Parking Easement (the "**Released Partial Parking Spaces**") pursuant to Section 2.1.3(a)1. above, (1) the Parcel B Owner hereby declares and grants to the Parcel A Owner a perpetual, non-exclusive easement on, over and across the Partial Spaces which together with the Released Partial Parking Spaces make a complete parking space, and (2) the Parcel A Owner hereby declares and grants to the Parcel B Owner a perpetual, non-exclusive easement on, over and across the Released Partial Parking Spaces released from the Exclusive Parking Easement (the "**Reciprocal Parking Space Easement**", and the area subject to such easement, collectively, the "**Reciprocal Parking Space Easement Area**"). The Reciprocal Parking Space Easement Area is not depicted and identified on the Map. The intent of the Reciprocal Parking Space Easement is to allow the Parcel A Owner and the Parcel B Owner, and their respective Permittees, to share the Shared Parking Spaces which were in part subject to, and then released from, the Exclusive Parking Easement upon such release. The Parcel A Owner and Parcel B Owner make a present grant of the Reciprocal Parking Space Easement to each other and each other's Permittees, subject and subordinate, however, to the Exclusive Parking Easement. In addition to the foregoing until the Parcel B Construction Commencement Date, the Parcel B Owner hereby grants to the Parcel A Owner a non-exclusive easement over and across the Partial Spaces for vehicular parking purposes.

2.1.4 Storm Drainage Easements; Spur Storm Drainage Easement. Those certain storm drainage easements (each, a "**Storm Drainage Easement**", and, collectively, the "**Storm Drainage Easements**") for the installation, use and Maintenance and Repair of, and the right to tie-into, those certain storm drainage lines and facilities (collectively, the "**Storm Drainage Lines and Facilities**") on, across and under those parts of Parcels B and C depicted on the Map and identified thereon as the ten foot (10') private storm drainage easements (the areas so depicted, each, a "**Storm Drainage Easement Area**", and, collectively, the "**Storm Drainage Easement Areas**"), which Storm Drainage Easement Areas are also depicted and identified on Exhibit E attached hereto and made a part hereof as the "**Western Storm Drainage Easement Area**", the "**Center Storm Drainage Easement Area**", the "**Eastern Storm Drainage Easement Area**".