APPENDIX B

TRAFFIC IMPACT ANALYSIS

Japantown Corporation Yard Residential Mixed-Use Development

DRAFT

Transportation Impact Analysis

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Executive Summary

This report presents the results of the traffic impact analysis conducted for the proposed residential mixed-use development on the former Corporation Yard site in the Japantown area of San Jose, California. The 5.23-acre site is bordered by Taylor Street on the north, North Seventh Street on the east, Jackson Street on the south, and North Sixth Street on the west. The project as proposed would consist of constructing up to 600 market rate residential units, up to 30,000 square feet (s.f.) of retail space, and up to 20,000 s.f. of community amenity space incorporating a Taiko drumming practice facility. The project also would include constructing 85 affordable senior housing units on an approximately 0.55-acre existing parking lot on the west side of North Sixth Street adjacent to the Corporation Yard. Parking for both sites will be provided on-site. Access to and from the project sites will be provided via North Sixth and Seventh Streets.

Due to unknown future market conditions, ground-floor retail space may not be the most economically viable choice for development on the project site. Therefore, as a variation on the proposed project, the project may include up to 15,000 s.f. of retail space and up to 24 live/work units instead of 30,000 s.f. of retail space. The appropriate use would be determined at the time that the final project development plans are filed with the City of San Jose. It should be emphasized that the 24 live/work units would generate slightly more AM peak hour traffic (17 trips) than 15,000 s.f. of retail space, and would generate the same number of PM peak hour trips as 15,000 s.f. of retail space. In order to present a worst-case traffic condition for the project scenario, the project traffic volumes presented in this report are based on 15,000 s.f. of retail space and 24 live/work units. If 30,000 s.f. of retail space and no live/work units are proposed, then the project impacts would be slightly less than described herein, although not enough to avoid any significant impacts.

The potential impacts of the project were evaluated in accordance with the standards and methodologies set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). A CMP freeway analysis was conducted since the project would generate more than 100 peak hour trips. Significant traffic impacts due to the project were determined based on AM and PM peak hour levels of service for twenty-two signalized intersections and fifteen freeway segments. Project impacts on other transportation facilities, such as pedestrian and bicycle facilities, parking, and transit service were determined on the basis of engineering judgment. The traffic analysis also includes a General Plan Amendment (GPA) analysis for

the proposed land use change from Mixed-Use #2 and Public Park/Open Space to Mixed-Use #5, which would allow for a higher density of residential over the entire site and community amenity space.

Project Trip Generation

Based on the trip rates recommended in the City of San Jose's *Interim Guidelines for Traffic Impact Analysis of Land Use Developments*, 1994, the project would generate 6,180 gross daily vehicle trips, with 558 gross trips occurring during the AM peak hour and 601 gross trips occurring during the PM peak hour. Since the proposed residential mixed-use development would replace the existing corporation yard, the trips generated by the existing use were subtracted at each study intersection prior to adding the estimated project traffic to the roadway network. The existing corporation yard has a different trip distribution pattern associated with its current use than the proposed mixed-use development. Thus, the trips generated by the corporation yard were subtracted from the roadway network based on the site's current light industrial trip distribution pattern. The peak hour trips generated by the existing corporation yard were obtained from driveway counts conducted in May of 2006 when the coroporation yard was in full operation.

A retail pass-by trip reduction of 25 percent (standard for the City of San Jose) was applied to the PM peak hour trip generation estimates since the project proposes a retail component. Trip generation for retail uses typically are adjusted to account for pass-by-trips during the PM peak period of traffic. Pass-by-trips are trips that would already be on the adjacent roadways (and are therefore already counted in the background traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the PM peak hour traffic projections. A mixed-use trip reduction also was applied to account for internalization of trips due to the interaction between the residential and retail components of the project.

After applying the appropriate trip reductions and existing trip credits, the project would generate 5,010 net new daily trips, with 434 net new trips occurring during the AM peak hour and 509 net new trips occurring during the PM peak hour. Using the inbound/outbound splits recommended by the City of San Jose, the project would produce 150 additional inbound and 284 additional outbound trips during the AM peak hour, and 311 additional inbound and 198 additional outbound trips during the PM peak hour than the current use on the site.

Trip Distribution

The directional distribution of site-generated traffic to and from the main gateways to the project area was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. Three separate trip distribution patterns were applied to the land uses of the site: 1) Residential, 2) Retail and Community Amenity Space, and 3) Commercial/Industrial – applied to the existing corporation yard trips and the commercial component of the Live/Work units.

Trip Assignment

The peak hour trips generated by the existing and proposed uses were assigned to the roadway system in accordance with the distribution patterns discussed above. Based on the project site's close proximity to existing freeway access points, specifically SR 87, I-880 and US 101, 60 percent of the estimated

residential project trips were assigned to and from the freeways. The remaining 40 percent of residential trips were distributed relatively evenly among the surrounding arterials and collectors. It was assumed that the proposed retail uses and community amenity space primarily would serve residents of Japantown and the surrounding neighborhoods only. Thus, no project trips related to the retail or community amenity space were assigned to and from the freeways. As previously discussed, the trips generated by the corporation yard were subtracted from the roadway network according to the site's current travel patterns.

Travel Time Surveys

Vehicular travel time surveys were conducted in May of 2007 during the AM and PM peak commute periods to determine the quickest route between the project site and US 101 to and from the north. The results of the survey were used to assign new project trips to and from US 101 north. The results show that the fastest driving route is to use the SR 87/Taylor Street interchange to access US 101 as opposed to using the alternate US 101/Oakland Road interchange. The difference is about two minutes during both the AM and PM peak commute periods. Thus, all project traffic that was assigned to US 101 to and from the north was assigned via the SR87/Taylor Street interchange.

Significant Project Impacts

City of San Jose Intersection Level of Service Analysis

Table ES-1 summarizes the results of the signalized intersection level of service analysis. The results show that, measured against the City of San Jose level of service impact criteria, three protected study intersections would be significantly impacted by the project:

North First Street and Taylor Street (PM peak hour)
North Tenth Street and Hedding Street (AM peak hour)
North Tenth Street and Taylor Street (PM peak hour)

These three protected intersections would operate at unacceptable levels of service during the peak hours shown above under background conditions, and the added trips as a result of the project would cause the V/C ratio at each intersection to increase by more than one-half percent (0.005). Based on the City of San Jose level of service impact criteria for protected intersections, this constitutes a significant project impact.

Protected Intersection Requirements

The study intersections of North First Street/Taylor Street, North Tenth Street/Hedding Street, and North Tenth Street/ Taylor Street have been identified as City of San Jose Protected Intersections. The LOS Policy specifies that Protected Intersections consist of locations that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect upon other transportation facilities (such as pedestrian, bicycle, and transit systems). Protected Intersections are therefore not required to maintain a Level of Service D, which is the City of San Jose standard.

If a development project has significant traffic impacts at a designated Protected Intersection, the project may be approved if offsetting Transportation System Improvements are provided. These improvements are not considered "mitigation" as defined by CEQA. Instead, they are overriding considerations for a significant unavoidable traffic impact. The offsetting improvements are intended to provide other

transportation benefits for the community adjacent to the traffic impact. The improvements may include enhancements to pedestrian, bicycle, and transit facilities, as well as neighborhood traffic calming measures and roadway improvements.

The specific improvements proposed can be identified prior to project approval. The City will identify the specific improvements prior to project approval. Priority is given to improvements identified in previously adopted plans such as area-wide specific or master plans, redevelopment plans, or plans prepared through the Strong Neighborhoods Initiative. Community outreach should occur in conjunction with the project review and approval process. Specific improvements can be finalized during the subsequent planning permit stages and can be described in the Final EIR.

The LOS Policy has established a fee equal to $2,000 per net peak hour project trip for one intersection impact and $3,000 per net peak hour project trip for multiple intersection impacts to fund alternative transportation improvements. For the purpose of determining the Protected Intersection LOS impact fee, net peak hour project trips are defined as the total number of peak hour trips generated by the project during the highest peak hour period after all appropriate trip credits have been applied. The values of the improvements will be equal to the established fees. Since the project impacts three protected intersections, the estimated project cost is $3,000 times 509 PM peak hour trips, plus a 3.5 percent annual cost escalation adjustment.

In order to finalize the offsetting improvements to be constructed by this project a community meeting should be held to determine the selection of improvements agreed upon by the community. The developer will then submit improvement plans to the City of San Jose, Department of Public Works for review and approval.

Estimated Project Cost: $1,527,000 ($3,000 x 509 PM peak hour trips)

Project Contribution to Significant Intersection Impacts

As previously discussed, the project involves redeveloping two separate sites: the Corporation Yard site and an adjacent parking lot on North Sixth Street. The peak hour traffic generated by each site was evaluated to determine the contribution of each site to the significant intersection impacts. Based on the number of net peak hour trips that each site would generate, 93 percent of the net peak hour trips would be attributable to redeveloping the Corporation Yard site with the proposed mixed uses, while the remaining 7 percent of the net peak hour trips would be attributable to redeveloping the parking lot on North Sixth Street with affordable senior housing units.

CMP Intersection Level of Service Analysis

Based on the CMP intersection level of service analysis, none of the CMP study intersections would be significantly impacted by the project.

Freeway Segment Level of Service Analysis

Table ES-2 summarizes the results of the CMP freeway segment level of service analysis. The results of the analysis initially show that the project would cause the level of service on the following directional freeway segment to degrade from an acceptable LOS E under existing conditions to an unacceptable LOS F: I-880, northbound between US 101 and Brokaw Road during the AM peak hour. However, the

monitoring report does not take into account the City's planned HOV lane project on I-880 that includes this study segment. The I-880 HOV lane project, which extends from Old Bayshore Highway in San Jose to Route 237 in Milpitas, will add 4.3 miles of HOV lanes in both the northbound and southbound directions. The improvement from a 6-lane to an 8-lane facility will mainly consist of outside widening and includes modifications of various existing on and off-ramps within the project limits. This improvement project is considered fully funded and, therefore, should be considered a background condition when determining capacity of this freeway segment. The freeway data obtained from the 2005 Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study did not include the improvements associated with the I-880 HOV lane project. With the planned improvements in place, the level of service of this freeway segment would improve and the project would not result in a significant freeway impact.

Cumulative General Plan Amendment Analysis

An analysis of long-term cumulative traffic impacts on the citywide transportation system associated with the land use changes due to the proposed development and all other pending General Plan Amendments in the City of San Jose was completed. The cumulative analysis indicated that the proposed land use changes would result in a significant increase in households. The traffic associated with the growth would result in increases in peak direction volumes across many of the screenlines that were analyzed, Vehicle Miles Traveled, Vehicle Hours Traveled, and links (roadways) operating at LOS E/F. As part of the cumulative GPA traffic analysis, mitigation for the identified impacts was identified to meet the City's level of service policy. The proposed mitigation measures would serve to reduce impacts and be in conformance with General Plan policies.

Consistent with City policies and practice, the CUBE model used to evaluate cumulative traffic impacts includes all of the major transportation infrastructure identified in the General Plan *Land Use/ Transportation Diagram*, including infrastructure that is not yet built and/or funded such as the US 101/Mabury and US 101/Zanker/Fourth Street interchanges. Therefore, additions to the transportation system, either added roadway or transit capacity, will not be available to mitigate any significant transportation impacts.

Although not considered mitigation for the identified long-term cumulative traffic impacts, any project that would add PM peak hour trips to the US 101/Oakland Road interchange, such as the Japantown Corporation Yard residential project, would be required to make a fair share contribution under the adopted US 101/Oakland/Mabury Transportation Development Policy (TDP) toward the construction of the US 101/Mabury interchange to help alleviate the cumulative traffic impacts.

General Plan Policies

Impacts from a proposed GPA can be reduced by conformance with the following General Plan policies:

- *Services and Facilities Level of Service Policy #5* - requires that the minimum overall performance of City streets during peak travel periods should be level of service "D". To meet that goal, the policy states that development proposals should be reviewed for their measurable impacts on the level of service and should be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "D" or worse.

  Results of the traffic analysis indicate that the proposed amendment will add traffic to streets already identified as operating at unacceptable levels. According to the general plan policy and impact criteria, this constitutes a significant impact. Although there is no mitigation yet identified,

at the time a specific development application is submitted, a traffic impact study would identify any current condition deficiencies that would need to be mitigated to meet level of service policies. In accordance with the City's level of service policy, any impacts would then have to be mitigated before the project could be approved.

- *Transportation Policy # 1 (Thoroughfares)* states that inter-neighborhood movement of people and goods should occur on thoroughfares and is discouraged on neighborhood streets.

- *Transportation Policy #3 (Thoroughfares)* states that public street right-of-way dedication and improvements should be required as development occurs. Ultimate thoroughfare right-of-way should be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function.

- *Transportation Policy #8 (Thoroughfares)* states that vehicular, bicycle, and pedestrian safety should be an important factor in the design of streets and roadways.

- *Transportation Policy #9 (Impacts on Local Neighborhoods)* states that neighborhood streets should be designed to discourage through traffic and unsafe speeds. If neighborhood streets are used for through traffic or if they are traveled at unsafe speeds, law enforcement and traffic operations techniques should be employed to mitigate these conditions.

- *Transportation Policy #11 (Transit Facilities)* states that the City should cooperate with transportation agencies to achieve the following objectives for the County's public transit system:

    - Provide all segments of the City's population, including the handicapped, elderly, youth and economically disadvantaged, with adequate access to public transit. Public transit should be designed to be an attractive, convenient, dependable and safe alternative to the automobile.

    - Enhance transit service in major commute corridors, and provide convenient transfers between public transit systems and other modes of travel.

- *Transportation Policy #16 (Pedestrian Facilities)* states that pedestrian travel should be encouraged as a viable mode of movement between high density residential and commercial areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core Area and neighborhood business districts by providing safe and convenient pedestrian facilities.

- *Transportation Policy #41 (Bicycling)* states that the City should develop a safe, direct, and well-maintained transportation bicycle network linking residences, employment centers, schools, parks and transit facilities and should promote bicycling as an alternative mode of transportation for commuting as well as for recreation.

- *Transportation Policy #42 (Bicycling)* states that bike lanes are considered generally appropriate on arterial and major collector streets. Right-of-way requirements for bike lanes should be considered in conjunction with planning the major thoroughfares network and in implementing street improvement projects.

- *Transportation Policy #43 (Bicycling)* states that priority improvements to the Transportation Bicycle Network should include:

    - Bike routes linking light rail stations to nearby neighborhoods.
    - Bike paths along designated trails and pathways corridors.
    - Bike paths linking residential areas to major employment centers.

Table ES-1
Intersection Level of Service Summary

Study Number	Intersection	Peak Hour	Existing Avg. Delay	Existing LOS	Background Avg. Delay	Background LOS	Project Avg. Delay	Project LOS	Project Incr. In Crit. Delay	Project Incr. In Crit. V/C
1	SR 87 and Taylor St *	AM	24.2	C	27.7	C	28.3	C	1.4	0.016
		PM	27.1	C	33.5	C	34.3	C	1.2	0.011
2	San Pedro St and Taylor St	AM	31.7	C	31.8	C	31.8	C	-0.1	0.025
		PM	34.9	C	35.2	D	35.0	C	0.5	0.029
3	N First St and I-880 SB Ramps *	AM	19.5	B	27.4	C	27.9	C	0.8	0.007
		PM	16.8	B	19.3	B	19.8	B	0.5	0.010
4	N First St and I-880 NB Ramps *	AM	19.6	B	23.2	C	23.4	C	0.3	0.018
		PM	14.6	B	17.4	B	17.4	B	0.0	0.011
5	N First St and Hedding St	AM	34.9	C	35.4	D	35.6	D	0.5	0.025
		PM	35.5	D	35.3	D	35.4	D	0.4	0.024
6	N First St and Taylor St (P)	AM	48.5	D	51.9	D	54.0	D	2.8	0.051
		PM	62.0	E	82.2	F	**100.7**	**F**	**16.2**	**0.066**
7	N First St and Jackson St	AM	23.8	C	23.8	C	23.8	C	0.2	0.005
		PM	23.6	C	21.7	C	21.7	C	0.1	0.012
8	N Fourth St and Hedding St (P)	AM	32.7	C	34.7	C	34.5	C	0.0	0.008
		PM	37.9	D	39.5	D	39.4	D	0.0	0.009
9	N Fourth St and Taylor St	AM	32.2	C	32.3	C	31.8	C	-0.6	0.065
		PM	32.2	C	33.8	C	34.1	C	1.3	0.069
10	N Fourth St and Jackson St (P)	AM	32.2	C	25.4	C	25.9	C	0.8	0.013
		PM	24.1	C	31.0	C	33.0	C	2.3	0.022
11	N Seventh St and Hedding St	AM	11.7	B	13.4	B	14.6	B	1.3	0.021
		PM	8.9	A	9.5	A	10.1	B	0.2	0.012
12	N Seventh St and Taylor St	AM	8.0	A	8.5	A	11.4	B	3.7	0.100
		PM	7.1	A	7.7	A	9.2	A	1.5	0.032
13	N Tenth St and Hedding St (P)	AM	13.8	B	60.3	E	**61.9**	**E**	**2.4**	**0.008**
		PM	28.3	C	39.9	D	40.3	D	0.5	0.005
14	N Tenth St and Taylor St (P)	AM	7.5	A	13.9	B	14.2	B	-7.6	-0.105
		PM	13.3	B	57.9	E	**62.2**	**E**	**5.7**	**0.017**
15	N Tenth St and Jackson St	AM	10.3	B	10.1	B	10.7	B	0.4	0.011
		PM	7.0	A	37.0	D	38.2	D	1.4	0.018
16	N Eleventh St and Hedding St	AM	21.4	C	25.8	C	25.8	C	0.1	0.003
		PM	10.9	B	10.8	B	10.8	B	0.0	0.004
17	N Eleventh St and Taylor St (P)	AM	14.6	B	29.0	C	31.1	C	2.5	0.018
		PM	8.0	A	15.3	B	15.3	B	-6.3	-0.084
18	N Eleventh St and Jackson St	AM	7.1	A	17.6	B	18.2	B	0.7	0.009
		PM	10.0	B	9.6	A	9.8	A	0.2	0.015
19	Oakland Rd and US 101 NB Ramps *	AM	61.8	E	139.0	F	138.5	F	0.0	0.000
		PM	22.9	C	41.9	D	42.2	D	0.8	0.003
20	Oakland Rd and US 101 SB Ramps *	AM	22.4	C	23.8	C	23.7	C	0.0	0.003
		PM	33.6	C	76.4	E	76.7	E	1.1	0.003
21	N Thirteenth St and Hedding St	AM	46.9	D	45.3	D	45.4	D	0.3	0.008
		PM	43.3	D	42.1	D	42.2	D	0.1	0.006
22	N Thirteenth St and Taylor St	AM	13.4	B	14.2	B	14.3	B	0.3	0.010
		PM	13.8	B	14.7	B	15.1	B	0.6	0.019

Notes:
* Denotes a CMP intersection.
(P) Denotes a City of San Jose Protected Intersection.
BOLD with outline indicates a significant project impact.

Table ES-2
Freeway Segment Level of Service Summary

					Existing Plus Project Trips												Project Trips					
					Mixed-Flow						HOV Lane							Mixed-Flow		HOV Lane		
Freeway	Segment		Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity	Impact?
SR 87	I-280	to Julian St	NB	AM	28	2	4,400	3,764	67.2	F	--	--	--	--	--	--	17	14	0.3%	3	--	*NO*
				PM	67	2	4,400	2,046	15.3	B	--	--	--	--	--	--	43	36	0.8%	7	--	*NO*
SR 87	Julian St	to Coleman Ave	NB	AM	65	2	4,400	3,914	30.1	D	--	--	--	--	--	--	17	14	0.3%	3	--	*NO*
				PM	66	2	4,400	2,546	19.3	C	--	--	--	--	--	--	43	36	0.8%	7	--	*NO*
SR 87	Coleman St	to Taylor St	NB	AM	57	2	4,400	4,464	39.2	D	67	1	1,800	943	14.1	B	17	14	0.3%	3	0.2%	*NO*
				PM	67	2	4,400	1,776	13.3	B	67	1	1,800	277	4.1	A	43	36	0.8%	7	0.4%	*NO*
SR 87	Taylor St	to Skyport Dr	NB	AM	66	2	4,400	3,333	25.3	C	67	1	1,800	677	10.1	A	40	33	0.8%	7	0.4%	*NO*
				PM	67	2	4,400	1,630	12.2	B	67	1	1,800	74	1.1	A	24	20	0.5%	4	0.2%	*NO*
SR 87	Skyport Dr	to US 101	NB	AM	66	2	4,400	3,333	25.3	C	66	1	1,800	1,327	20.1	C	40	33	0.8%	7	0.4%	*NO*
				PM	67	2	4,400	2,160	16.1	B	67	1	1,800	74	1.1	A	24	20	0.5%	4	0.2%	*NO*
SR 87	US 101	to Skyport Dr	SB	AM	66	2	4,400	2,655	20.1	C	--	--	--	--	--	--	18	15	0.3%	3	--	*NO*
				PM	64	2	4,400	4,256	33.2	D	--	--	--	--	--	--	43	36	0.8%	7	--	*NO*
SR 87	Skyport Dr	to Taylor St	SB	AM	67	2	4,400	1,485	11.1	B	--	--	--	--	--	--	18	15	0.3%	3	--	*NO*
				PM	62	2	4,400	4,376	35.3	D	--	--	--	--	--	--	43	36	0.8%	7	--	*NO*
SR 87	Taylor St	to Coleman St	SB	AM	67	2	4,400	1,773	13.2	B	--	--	--	--	--	--	40	33	0.8%	7	--	*NO*
				PM	27	2	4,400	3,690	68.3	F	--	--	--	--	--	--	24	20	0.5%	4	--	*NO*
SR 87	Coleman Ave	to Julian St	SB	AM	66	2	4,400	3,333	25.3	C	--	--	--	--	--	--	40	33	0.8%	7	--	*NO*
				PM	28	2	4,400	3,770	67.3	F	--	--	--	--	--	--	24	20	0.5%	4	--	*NO*
SR 87	Julian St	to I-280	SB	AM	67	2	4,400	1,373	10.2	A	--	--	--	--	--	--	40	33	0.8%	7	--	*NO*
				PM	19	2	4,400	3,290	86.6	F	--	--	--	--	--	--	24	20	0.5%	4	--	*NO*
US 101	Santa Clara St	to McKee Rd	NB	AM	14	3	6,900	4,203	100.1	F	27	1	1,800	1,861	68.9	F	4	3	0.0%	1	0.0%	*NO*
				PM	66	3	6,900	4,172	21.1	C	66	1	1,800	1,652	25.0	C	14	12	0.2%	2	0.1%	*NO*
US 101	McKee Rd	to Oakland Rd	NB	AM	20	3	6,900	4,982	83.0	F	33	1	1,800	1,980	60.0	F	2	2	0.0%	0	0.0%	*NO*
				PM	66	3	6,900	5,546	28.0	D	67	1	1,800	871	13.0	B	7	6	0.1%	1	0.1%	*NO*
US 101	Oakland Rd	to I-880	NB	AM	13	3	6,900	4,060	104.1	F	36	1	1,800	2,020	56.1	E	0	0	0.0%	0	0.0%	*NO*
				PM	66	3	6,900	4,160	21.0	C	67	1	1,800	540	8.1	A	0	0	0.0%	0	0.0%	*NO*
US 101	I-880	to Old Bayshore	NB	AM	12	3	6,900	3,890	108.1	F	19	1	1,800	1,630	85.8	F	0	0	0.0%	0	0.0%	*NO*
				PM	67	3	6,900	3,420	17.0	B	67	1	1,800	540	8.1	A	0	0	0.0%	0	0.0%	*NO*
US 101	Old Bayshore	to N. First St	NB	AM	13	3	6,900	4,020	103.1	F	11	1	1,800	1,230	111.8	F	0	0	0.0%	0	0.0%	*NO*
				PM	66	3	6,900	4,550	23.0	C	66	1	1,800	1,450	22.0	C	0	0	0.0%	0	0.0%	*NO*
US 101	N. First St	to Guadalupe Pkwy	NB	AM	22	3	6,900	5,210	78.9	F	17	1	1,800	1,530	90.0	F	0	0	0.0%	0	0.0%	*NO*
				PM	66	3	6,900	5,150	26.0	D	67	1	1,800	470	7.0	A	0	0	0.0%	0	0.0%	*NO*
US 101	Guadalupe Pkwy	to N. First St	SB	AM	67	3	6,900	3,620	18.0	C	67	1	1,800	470	7.0	A	0	0	0.0%	0	0.0%	*NO*
				PM	16	3	6,900	4,420	92.1	F	51	1	1,800	2,190	42.9	D	0	0	0.0%	0	0.0%	*NO*
US 101	N. First St	to Old Bayshore	SB	AM	67	3	6,900	3,220	16.0	B	67	1	1,800	940	14.0	B	0	0	0.0%	0	0.0%	*NO*
				PM	12	3	6,900	3,920	108.9	F	42	1	1,800	2,100	50.0	E	0	0	0.0%	0	0.0%	*NO*
US 101	Old Bayshore	to I-880	SB	AM	67	3	6,900	3,220	16.0	B	67	1	1,800	400	6.0	A	0	0	0.0%	0	0.0%	*NO*
				PM	13	3	6,900	4,100	105.1	F	32	1	1,800	1,980	61.9	F	0	0	0.0%	0	0.0%	*NO*
US 101	I-880	to Oakland Rd	SB	AM	66	3	6,900	4,550	23.0	C	67	1	1,800	540	8.1	A	0	0	0.0%	0	0.0%	*NO*
				PM	13	3	6,900	4,060	104.1	F	43	1	1,800	2,110	49.1	E	0	0	0.0%	0	0.0%	*NO*
US 101	Oakland Rd	to McKee Rd	SB	AM	66	3	6,900	4,165	21.0	C	67	1	1,800	401	6.0	A	6	5	0.1%	1	0.1%	*NO*
				PM	28	3	6,900	5,633	67.1	F	65	1	1,800	2,021	31.1	D	4	3	0.0%	1	0.0%	*NO*
US 101	McKee Rd	to Santa Clara St	SB	AM	66	3	6,900	4,560	23.0	C	67	1	1,800	472	7.0	A	12	10	0.1%	2	0.1%	*NO*
				PM	32	3	6,900	5,867	61.1	F	64	1	1,800	2,111	33.0	D	8	7	0.1%	1	0.1%	*NO*
I-880	Coleman Ave	to SR 87	NB	AM	37	3	6,900	6,119	55.1	E	--	--	--	--	--	--	11	9	0.1%	2	--	*NO*
				PM	59	3	6,900	6,573	37.1	D	--	--	--	--	--	--	28	23	0.3%	5	--	*NO*
I-880	SR 87	to N. 1st St	NB	AM	61	3	6,900	6,599	36.1	D	--	--	--	--	--	--	11	9	0.1%	2	--	*NO*
				PM	59	3	6,900	6,573	37.1	D	--	--	--	--	--	--	28	23	0.3%	5	--	*NO*
I-880	N. 1st St	to US 101	NB	AM	50	3	6,900	6,620	44.1	D	--	--	--	--	--	--	24	20	0.3%	4	--	*NO*
				PM	61	3	6,900	6,602	36.1	D	--	--	--	--	--	--	14	12	0.2%	2	--	*NO*
I-880	US 101	to E. Brokaw Rd	NB	AM	35	3	6,900	6,123	**58.3**	**F**	--	--	--	--	--	--	40	33	0.5%	7	--	***/b/***
				PM	66	3	6,900	5,170	26.1	D	--	--	--	--	--	--	24	20	0.3%	4	--	*NO*
I-880	E. Brokaw Rd	to US 101	SB	AM	66	3	6,900	4,965	25.1	C	--	--	--	--	--	--	18	15	0.2%	3	--	*NO*
				PM	26	3	6,900	5,576	71.5	F	--	--	--	--	--	--	43	36	0.5%	7	--	*NO*
I-880	US 101	to N. 1st St	SB	AM	58	3	6,900	6,619	38.0	D	--	--	--	--	--	--	11	9	0.1%	2	--	*NO*
				PM	8	3	6,900	3,092	128.8	F	--	--	--	--	--	--	26	22	0.3%	4	--	*NO*
I-880	N. 1st St	to SR 87	SB	AM	55	3	6,900	6,622	40.1	D	--	--	--	--	--	--	26	22	0.3%	4	--	*NO*
				PM	19	3	6,900	4,863	85.3	F	--	--	--	--	--	--	16	13	0.2%	3	--	*NO*
I-880	SR 87	to Coleman Ave	SB	AM	58	3	6,900	6,632	38.1	D	--	--	--	--	--	--	26	22	0.3%	4	--	*NO*
				PM	26	3	6,900	5,553	71.2	F	--	--	--	--	--	--	16	13	0.2%	3	--	*NO*

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2005.
/b/ HOV lanes are planned on I-880 in both the northbound and southbound directions between Old Bayshore Highway and Route 237. With these background improvements, this freeway segment would not be significantly impacted.

1. Introduction

This report presents the results of the traffic impact analysis conducted for the proposed residential mixed-use development on the former Corporation Yard site in the Japantown area of San Jose, California. The 5.23-acre site is bordered by Taylor Street on the north, North Seventh Street on the east, Jackson Street on the south, and North Sixth Street on the west. The project as proposed would consist of constructing up to 600 market rate residential units, up to 30,000 square feet (s.f.) of retail space, and up to 20,000 s.f. of community amenity space incorporating a Taiko drumming practice facility. The project also would include constructing 85 affordable senior housing units on an approximately 0.55-acre existing parking lot on the west side of Sixth Street adjacent to the Corporation Yard. Parking for both sites will be provided on-site. Vehicle access to and from the project sites will be provided via North Sixth and Seventh Streets. The project site location and the surrounding study area are shown on Figure 1. A conceptual site plan is shown on Figure 2.

Due to unknown future market conditions, ground-floor retail space may not be the most economically viable choice for development on the project site. Therefore, as a variation on the proposed project, the project may include up to 15,000 s.f. of retail space and up to 24 live/work units instead of 30,000 s.f. of retail space. The appropriate use would be determined at the time that the final project development plans are filed with the City of San Jose. It should be emphasized that the 24 live/work units would generate slightly more AM peak hour traffic (17 trips) than 15,000 s.f. of retail space, and would generate the same number of PM peak hour trips as 15,000 s.f. of retail space. In order to present a worst-case traffic condition for the project scenario, the project traffic volumes presented in this report are based on 15,000 s.f. of retail space and 24 live/work units. If 30,000 s.f. of retail space and no live/work units are proposed, then the project impacts would be slightly less than described herein, although not enough to avoid any significant impacts.

Scope of Study

The potential traffic impacts related to the proposed development were evaluated following the standards and methodologies set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). A CMP freeway analysis was conducted since the project would generate more than 100 peak hour trips.

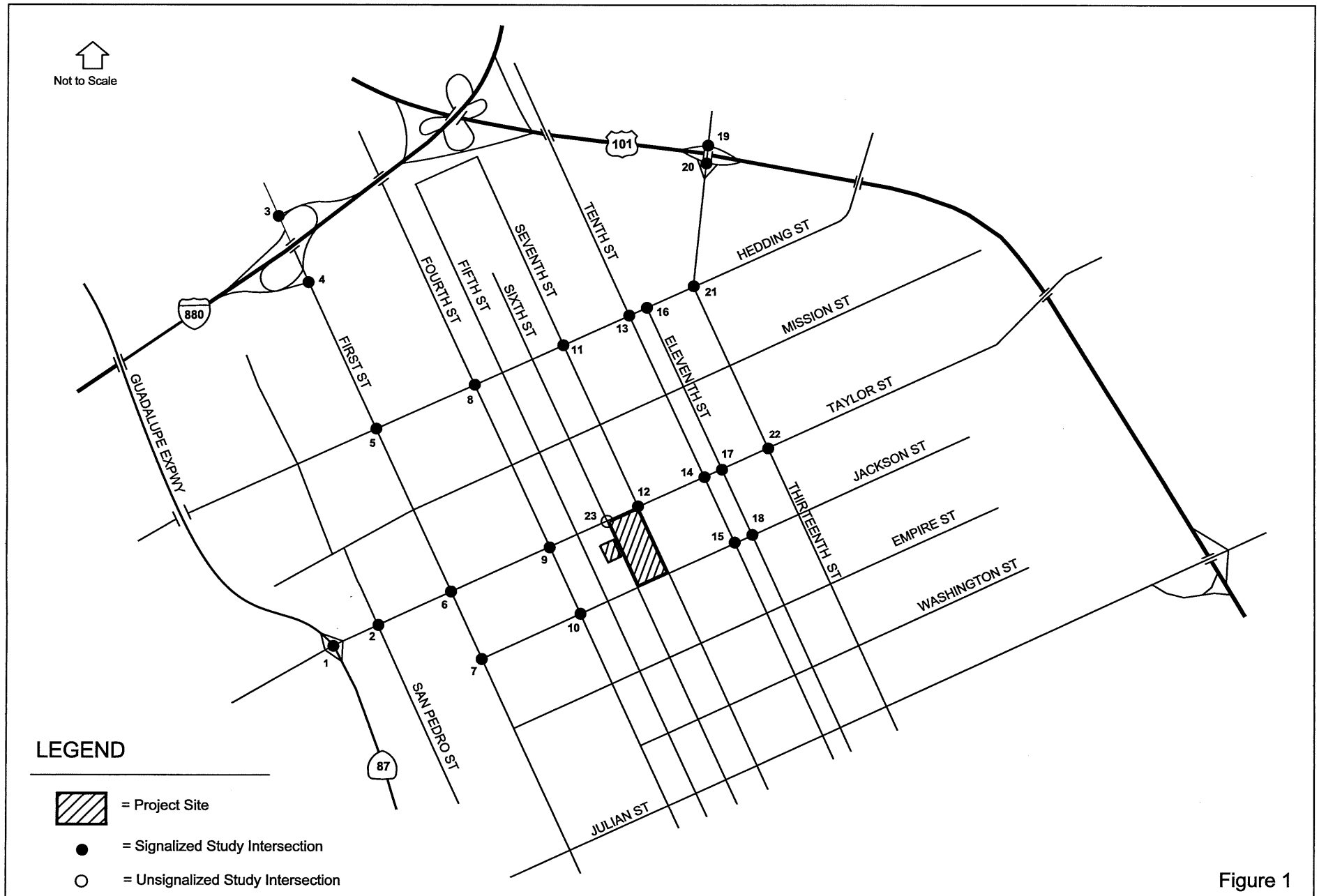

Figure 1

SITE LOCATION & STUDY INTERSECTIONS

Japantown Corp Yard Redevelopment Project

Hexagon
Transportation Consultants, Inc.

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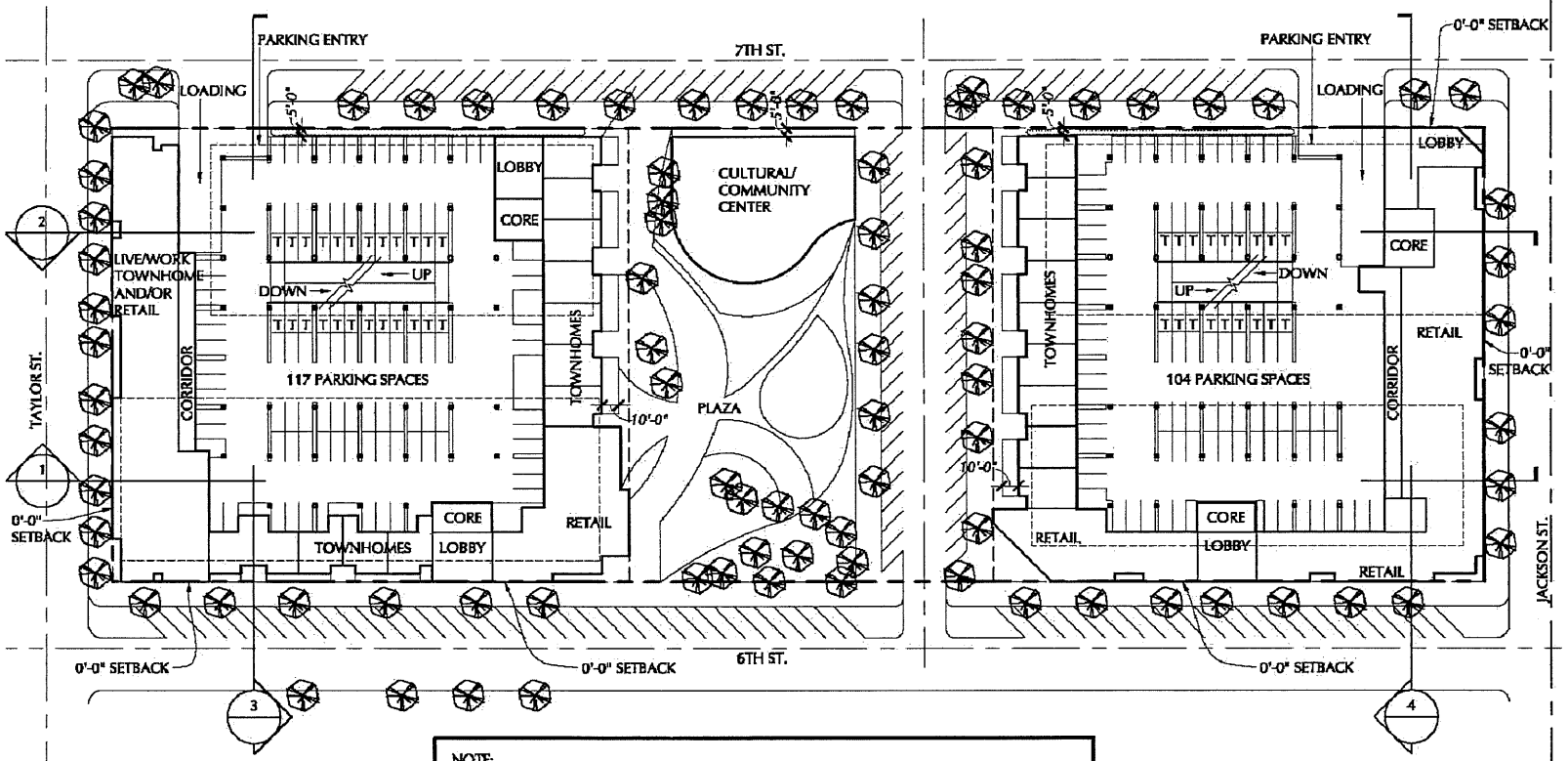

NOTE:
1. NO EXISTING TREES ON PROJECT SITE
2. ILLUSTRATIVE AS TO NUMBER OF BUILDINGS, BUILDING LOCATION AND ORIENTATION, MASSING, ALIGNMENT OF STREETS AND ACCESS DRIVES, LOCATION AND CONFIGURATION OF OPEN SPACE, LOCATION OF DRIVEWAYS AND LOADING ACCESS, AND INTERNAL BUILDING CONFIGURATION.

CONCEPTUAL GROUND FLOOR PLAN

1/64" = 1'-0"

SITE PLAN

N

ANKROM MOISAN
ARCHITECTURE INTERIORS PLANNING
6720 SW MACADAM, SUITE 100, PORTLAND, OREGON 97219
PHONE 503-245-7100 | FAX 503-245-7710 | WWW.AMA.COM

JAPANTOWN
SAN JOSE, CALIFORNIA

DATE: 8/14/07
JOB: 070120
FILE: SITE PLAN
DRAWN: TRS
CHECKED: JM

COPYRIGHT ANKROM MOISAN ASSOCIATED ARCHITECTS 2006

5-B

PLOTTED: TREVOR SOPER 8/15/2007 10:11 AM
M:\S-2\W\DD-JAPANTOWN-SAN JOSE\070120\CPR DRAFT SET DB-03-07\SITE PLAN

Figure 2

CONCEPTUAL SITE PLAN

Japantown Corp Yard Redevelopment Project

Hexagon
Transportation Consultants, Inc.

JH C:\Projects\Japantown\Fig 2 Site Plan.dwg

The traffic study includes an analysis of AM and PM peak hour traffic conditions for twenty-two signalized intersections, fifteen freeway segments, and one unsignalized intersection in the vicinity of the project site. The peak hour signal warrant was checked for the unsignalized intersection to determine whether signalization would be justified on the basis of project peak hour traffic volumes. The study also includes an operations analysis, based on left-turn vehicle storage requirements at selected intersection locations. The study intersections and freeway segments are identified below.

Study Intersections

1. SR 87 and Taylor Street *
2. San Pedro Street and Taylor Street
3. North First Street and I-880 Southbound Ramps *
4. North First Street and I-880 Northbound Ramps *
5. North First Street and Hedding Street
6. North First Street and Taylor Street
7. North First Street and Jackson Street
8. North Fourth Street and Hedding Street
9. North Fourth Street and Taylor Street
10. North Fourth Street and Jackson Street
11. North Seventh Street and Hedding Street
12. North Seventh Street and Taylor Street
13. North Tenth Street and Hedding Street
14. North Tenth Street and Taylor Street
15. North Tenth Street and Jackson Street
16. North Eleventh Street and Hedding Street
17. North Eleventh Street and Taylor Street
18. North Eleventh Street and Jackson Street
19. Old Oakland Road and US 101 Northbound Ramps *
20. Old Oakland Road and US 101 Southbound Ramps *
21. North Thirteenth Street and Hedding Street
22. North Thirteenth Street and Taylor Street
23. North Sixth Street and Taylor Street (unsignalized)

Each CMP intersection is denoted with an asterisk (*).

Study Freeway Segments

SR 87, from I-280 to Julian Street
SR 87, from Julian Street to Coleman Avenue
SR 87, from Coleman Avenue to Taylor Street
SR 87, from Taylor Street to Skyport Drive
SR 87, from Skyport Drive to US 101
US 101, from Santa Clara Street to McKee Road
US 101, from McKee Road to Oakland Road
US 101, from Oakland Road to I-880
US 101, from I-880 to Old Bayshore Highway
US 101, from Old Bayshore Highway to North First Street
US 101, from North First Street to SR 87
I-880, from Coleman Avenue to SR 87
I-880, from SR 87 to North First Street
I-880, from North First Street to US 101

I-880, from US 101 to Brokaw Road

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

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing conditions were represented by existing peak hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from the City of San Jose and new 2006 and 2007 traffic counts.

Scenario 2: *Background Conditions.* Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments in the project area. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI).

Scenario 3: *Project Conditions.* Projected peak hour traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project. Project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Long-Range and Cumulative GPA Analyses

A General Plan Amendment (GPA) long-range analysis was conducted in order to evaluate the long-term traffic implications of the proposed change in General Plan land use designation for the entire project site. Currently, the General Plan land use designation for the northern portion of the Corporation Yard site is Jackson-Taylor PRC Mixed-Use #2. The Mixed-Use designation allows a mix of high density residential (including condominiums and apartments), retail (primarily neighborhood serving), office, and a limited amount of other commercial uses, and encourages vertical mixed-use. The Mixed-Use #2 designation specifically allows High Density Residential (25 to 50 dwelling units per acre) uses, 150 senior housing units, a 40-room inn, up to 80,000 square feet of office, and between 33,000 and 53,750 square feet of retail. The commercial square footage may also include a cultural center. Within the Mixed-Use #2 land use designation, the height limit is 65 feet and all parking should be below ground or internal to the building. The General Plan designation for the southern portion of the Corporation Yard site is Public Park/Open Space. The General Plan land use designation for the City surface parking lot site across North Sixth Street is Medium High Density Residential (12 to 25 dwelling units per acre).

The project would require a General Plan Amendment to designate the entire Corporation Yard site and the City surface parking lot site Jackson-Taylor PRC Mixed-Use #5, which would constitute a new land use designation within the City's General Plan. With respect to the Corporation Yard site, Mixed-Use #5 would allow uses at a density of up to 105 dwelling units per gross acre over the entire site, up to 30,000 square feet of retail, and up to 10,000 square feet of community amenity space. This new land use designation also would establish a height limit of up to 175 feet and allow limited surface parking.

In addition to individual long-range project impacts, this traffic report includes an analysis of long-range cumulative impacts. The cumulative analysis includes all proposed 2020 General Plan land use and transportation network amendments, including those individual amendments that were exempted from

preparing individual City of San Jose CUBE model analyses. The context of the cumulative impacts analysis are the land uses and time frame assumed in the City's currently adopted General Plan. The cumulative analysis presents the long-term cumulatively significant traffic impacts on the citywide transportation system associated with all of the currently proposed General Plan Amendments in the City of San Jose.

The City of San Jose's traffic forecasting model was developed to help the City analyze peak hour traffic impacts attributable to changes proposed to the City's General Plan. The model is implemented using the CUBE transportation planning software system and is consistent with the structures of the Metropolitan Transportation Commission's (MTC) BAYCAST regional model and VTA's VTP2030 model. The San Jose model includes the following four elements traditionally associated with models of this kind:

- Trip Generation,
- Trip Distribution,
- Mode Choice, and
- Traffic Assignment

The detailed results of the long-range GPA and cumulative analyses are contained in Chapters 6 and 7, respectively.

Methodology

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

Data Requirements

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

- existing intersection and freeway volumes
- lane configurations
- signal timing and phasing (for signalized intersections only)
- average speeds (for freeway segments only)
- a list of approved projects (ATI)

Analysis Methodologies and Level of Service Standards

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

Signalized Intersections

All of the signalized study intersections are located in the City of San Jose and, therefore, are subject to the City of San Jose Level of Service standards. The City of San Jose level of service methodology is TRAFFIX, which is based on the *Highway Capacity Manual* (HCM) 2000 method for signalized

intersections. TRAFFIX evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Since TRAFFIX also is the CMP-designated intersection level of service methodology, the City of San Jose methodology employs the CMP default values for the analysis parameters. The City's level of service standard for signalized intersections is LOS D or better. The correlation between average delay and level of service is shown in Table 1.

Five of the study intersections are CMP intersections and, therefore, also are analyzed according to the CMP requirements. The CMP level of service methodology is the same as that used by the City of San Jose, except that the CMP level of service standard for signalized intersections is LOS E or better.

Table 1
Intersection Level of Service Based on Average Delay

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

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

Freeway Segments

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N*S)$$

where:

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

V= peak hour volume, in vehicles per hour (vph)
N= number of travel lanes
S= average travel speed, in miles per hour (mph)

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

Table 2
Freeway Level of Service Definitions Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	0-11
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	>11-18
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	>18-26
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	>26-46
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	>46-58
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	>58

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

Unsignalized Intersections

One of the study intersections presently is unsignalized: North Sixth Street and Taylor Street. The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)*, Part 4, Highway Traffic Signals, 2003. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle

queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Intersection Operations

The operations analysis is based on vehicle queuing for high-demand turning movements at intersections. The basis of the analysis is as follows: (1) the TRAFFIX intersection analysis software is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at intersections.

Report Organization

The remainder of this report is divided into seven chapters. Chapter 2 describes existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the intersection operations under background conditions. Chapter 4 describes the method used to estimate project traffic and its impact on the transportation system and describes the recommended mitigation measures. Chapter 5 describes non-level of service operational issues associated with the proposed project. The detailed results of the long-range GPA and cumulative analyses are contained in Chapters 6 and 7, respectively. Chapter 8 presents the conclusions of the traffic impact analysis.

2.
Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

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

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

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

SR 87 is a north-south freeway that begins at its interchange with SR 85 and extends northward to US 101. SR 87 is six lanes wide (4 mixed-flow and 2 HOV lanes) between SR 85 and I-280 and between Taylor Street and US 101. The four-lane segment of SR 87 between I-280 and Taylor Street currently is being widened to six lanes. Access to and from the project site is provided via a full interchange at Taylor Street.

Local access to the site is provided by Hedding Street, Taylor Street, Jackson Street, Julian Street, St. James Street, North First Street, North Fourth Street, North Sixth Street, North Seventh Street, North Tenth Street, North Eleventh Street, and North Thirteenth Street/Oakland Road. These roadways are described below.

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

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

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

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

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

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

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

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

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

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

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

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

Existing Bicycle and Pedestrian Facilities

Within the project study area, Class II bicycle facilities (striped bike lanes) are only provided along North Tenth Street north of Taylor Street, and along North Fourth Street south of Jackson Street. Some roadways that do not provide designated bike lanes are identified bike routes. In the vicinity of the project site, North Thirteenth Street, Hedding Street, North Fourth Street, and North Eleventh Street are identified bike routes. The existing bicycle facilities within the study area are shown on Figure 3.

Pedestrian facilities in the project area consist primarily of sidewalks along the streets. Sidewalks are found along virtually all previously described roadways in the study area. Although the network of sidewalks in the study area are extensive, sidewalks do not exist on the east side of North Seventh Street between Taylor Street and Jackson Street.

The Guadalupe River Park multi-use trail runs along the banks of the Guadalupr River from I-280 to I-880. The trail system offers a continuous paved Class I Bikeway that is shared with pedestrians and is separated from motor vehicle traffic. West of SR 87, Taylor Street provides an access point to the trail.

Existing Transit Service

Existing transit service to the study area is provided by the Santa Clara Valley Transportation Authority (VTA). The VTA bus service is described below and shown on Figure 4.

VTA Transit Service

Seven local bus lines serve the project area: lines 12, 23, 36, 62, 66, 82 and 85. The 12 line provides limited weekend service between the Eastridge Transit Center and the San Jose Civic Center. The 23 line provides service between downtown San Jose and the San Antonio Shopping Center, with 15-minute headways during commute hours. The 36 line provides service between Valley Fair/Vallco Park and the Penitencia Creek Transit Center, with 30-minute headways during commute hours. Line 62 provides service between Good Samaritan Hospital and the Penitencia Creek transit center, with 20-minute headways during commute hours. Line 62 has bus stops located on both sides of Taylor Street at North Seventh Street. Line 66 provides service between Santa Teresa Hospital and Milpitas/Dixon Road, with 15-minute headways during commute hours. The 82 line provides service between Westgate Mall and the 21st Street/Mission Street intersection, with 40-minute headways during the morning commute hours and 30-minute headways during the evening commute hours. The 85 line provides service between the Lawrence/Moorpark and Tenth/Hedding intersections, with 30-minute headways during commute hours. Line 85 has a bus stop located on the west side of North Tenth Street just south of Taylor Street.

The 180 express line also serves the project area and provides service between the San Jose Diridon Station and the Fremont BART station, with 15- to 20-minute headways during commute hours. Bus lines 12, 36, 62 and 66 all stop at the Civic Center LRT station, located on North First Street less than one-half mile from the project site.

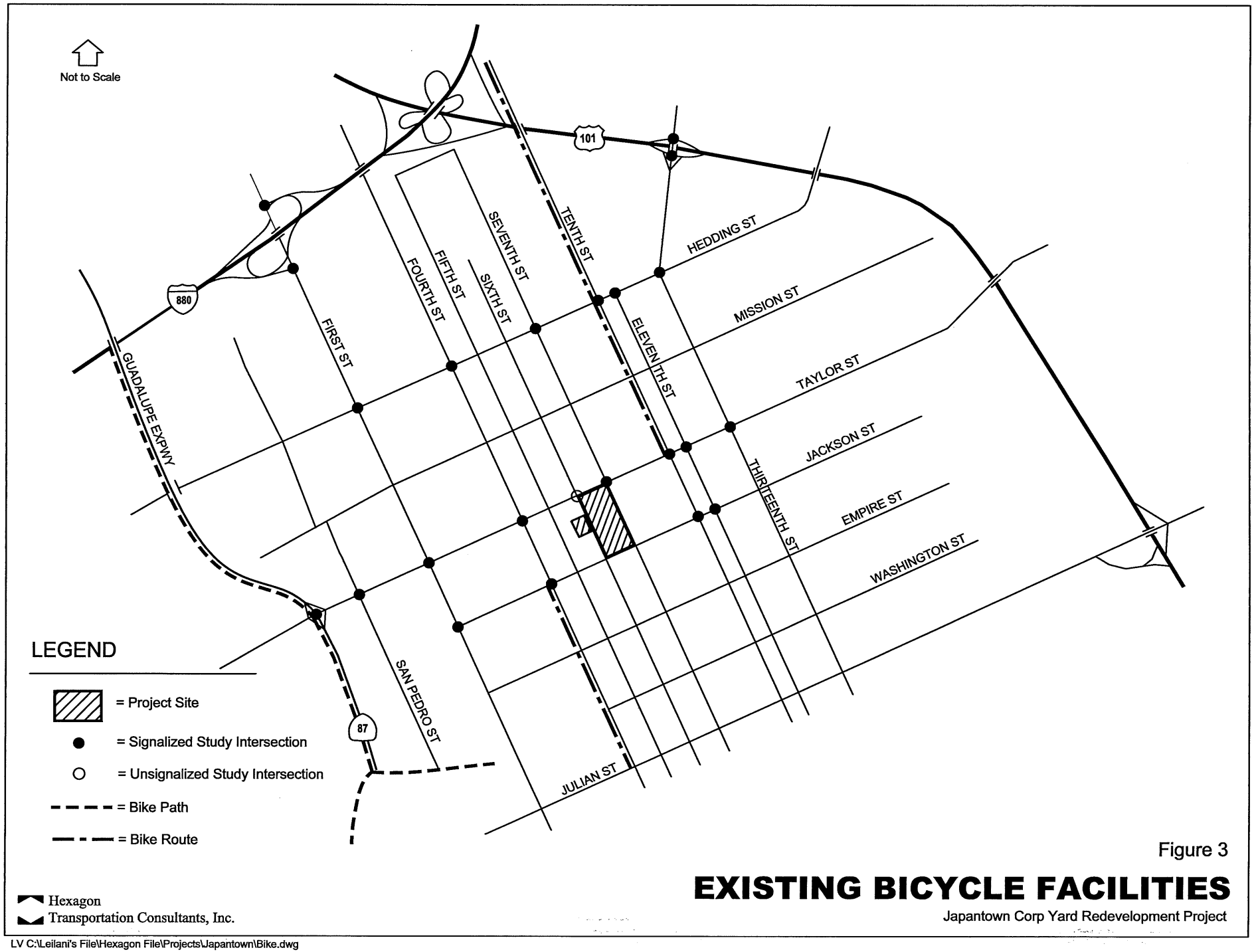

Figure 3

EXISTING BICYCLE FACILITIES

Japantown Corp Yard Redevelopment Project

Hexagon
Transportation Consultants, Inc.

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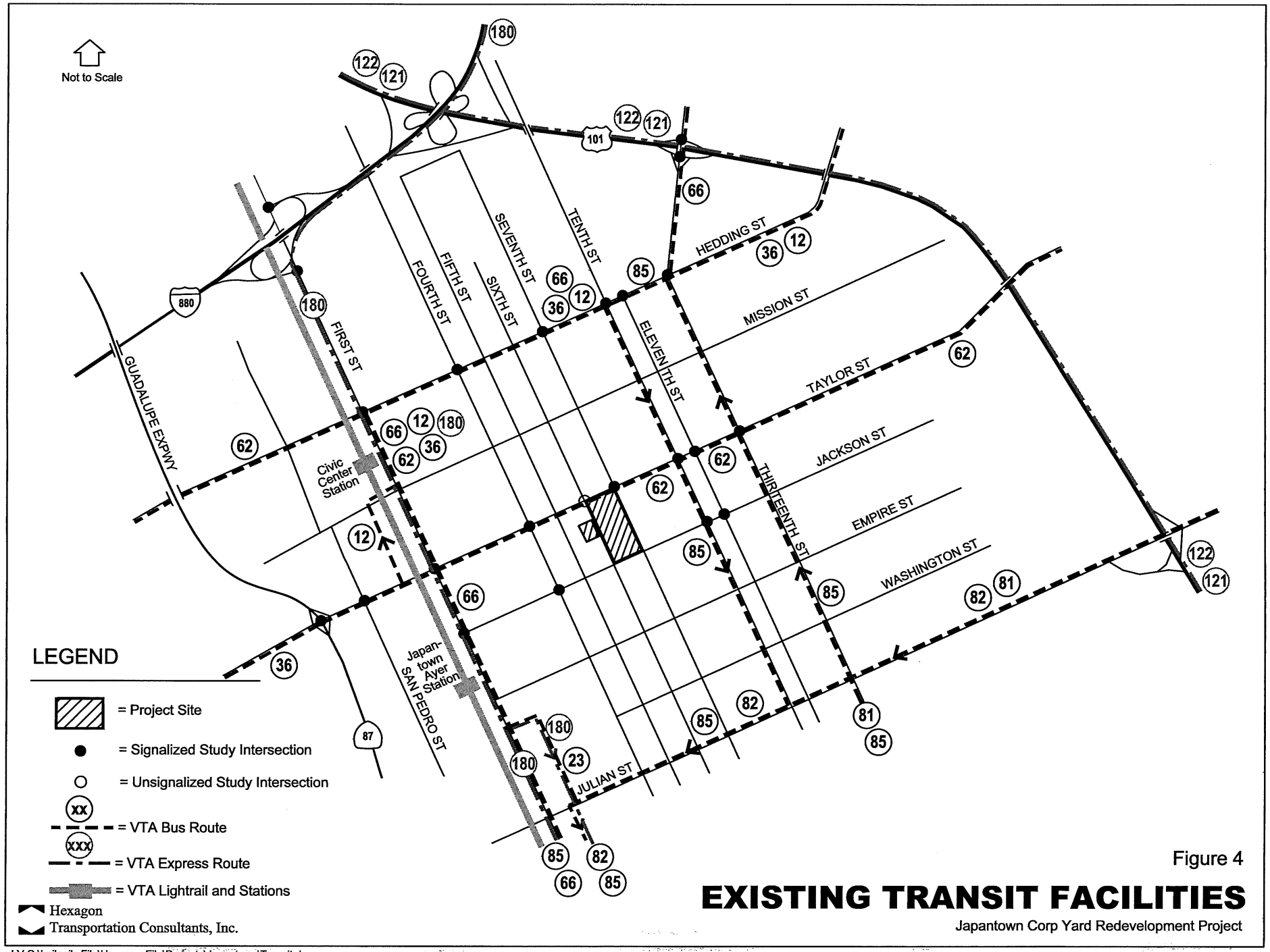

Figure 4

EXISTING TRANSIT FACILITIES

Japantown Corp Yard Redevelopment Project

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VTA Light Rail Transit (LRT) Service

The project site is located less than one-half mile from both the Japantown/Ayer and Civic Center LRT stations. The VTA currently operates the light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Mountain View, and Sunnyvale, as well as to Campbell. The service operates nearly 24-hours a day with 15-minute headways during much of the day.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were provided by city staff and confirmed by observations in the field. The existing intersection lane configurations are shown on Figure 5.

Existing Traffic Volumes

Existing peak hour traffic volumes were obtained from the City of San Jose and supplemented with manual turning-movement counts at intersections where counts were either unavailable or outdated (older than 2005). The existing peak hour intersection volumes are shown on Figure 6. The traffic count data are included in Appendix A. Traffic volumes for all components of traffic are tabulated in Appendix C.

Existing Intersection Levels of Service

City of San Jose Intersection Analysis

The results of the level of service analysis under existing conditions are summarized in Table 3. The results show that, measured against the City of San Jose level of service standards, two signalized study intersections currently operate at an unacceptable LOS E during either the AM or PM peak hour as indicated below:

North First Street and Taylor Street (PM peak hour)
Oakland Road and US 101 Northbound Ramps (AM peak hour)

The remaining signalized study intersections currently operate at acceptable levels of service (LOS D or better) during both the AM and PM peak hours of traffic, according to City of San Jose standards.

CMP Intersection Analysis

The level of service results for the CMP intersections under existing conditions are summarized in Table 3. The results show that, measured against the CMP level of service standards, all of the CMP study intersections currently operate at an acceptable LOS E or better.

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

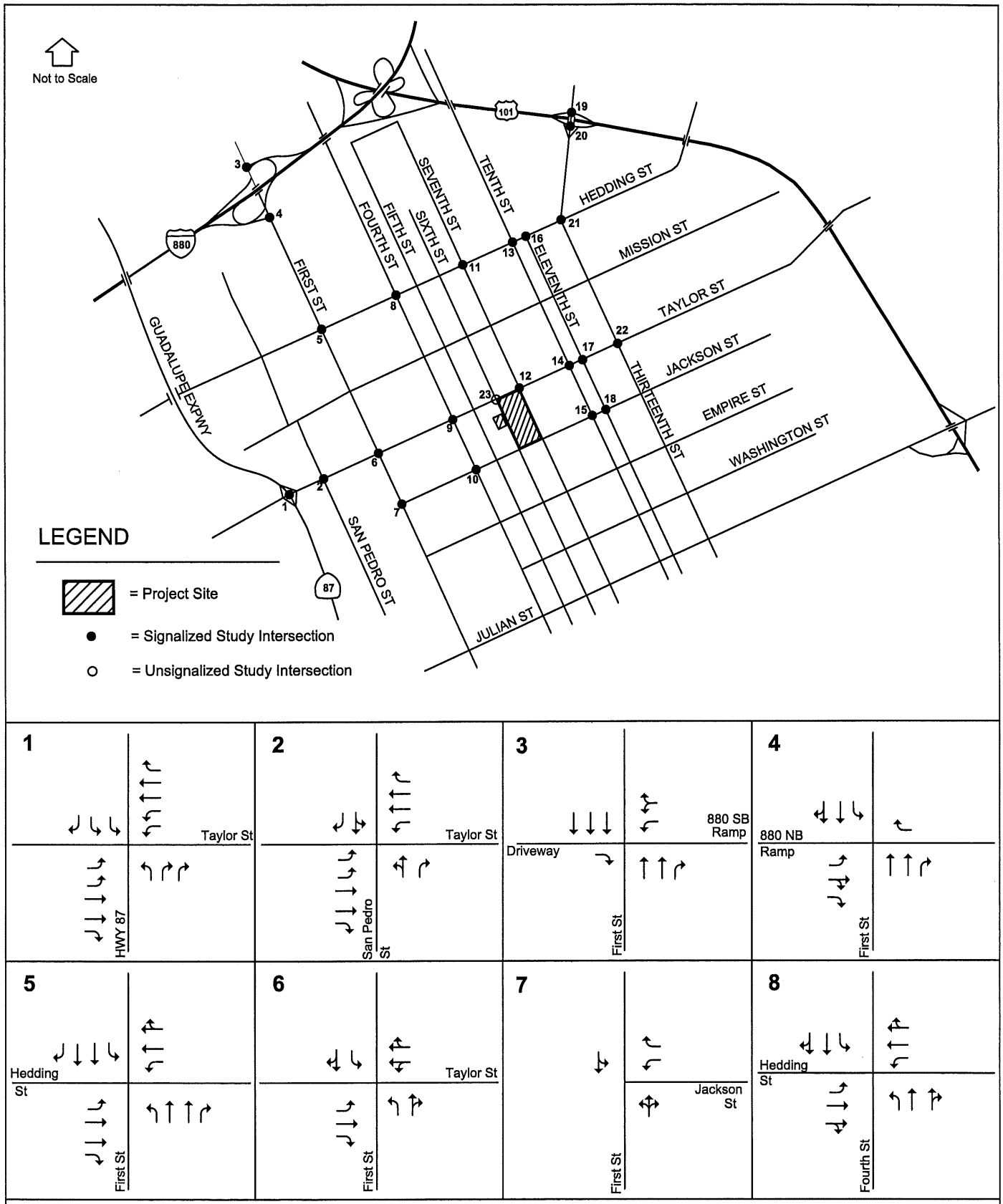

Figure 5

EXISTING LANE CONFIGURATIONS

Japantown Corp Yard Redevelopment Project

Hexagon Transportation Consultants, Inc.

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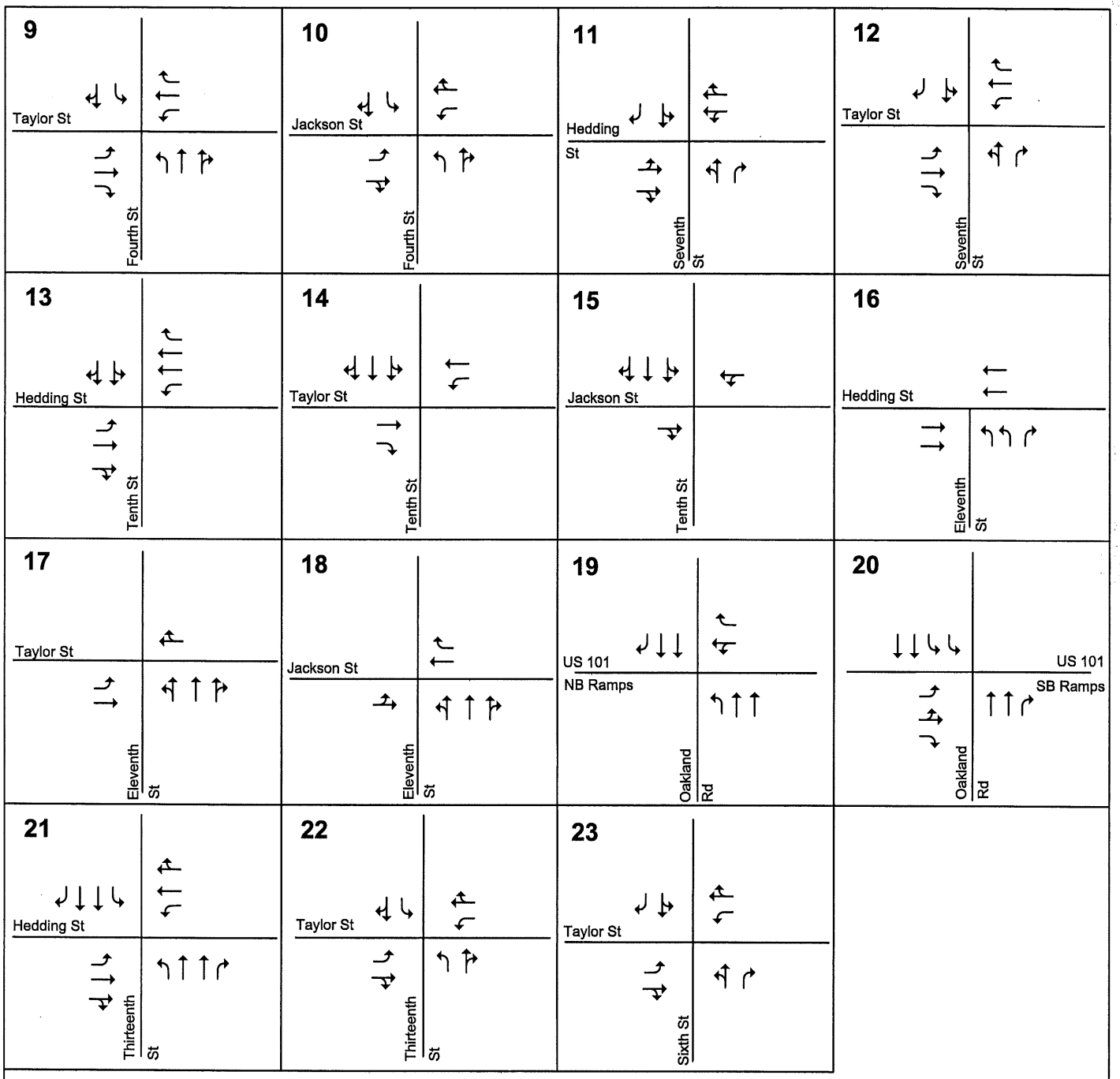

Figure 5

EXISTING LANE CONFIGURATIONS

Japantown Corp Yard Redevelopment Project

Hexagon Transportation Consultants, Inc.

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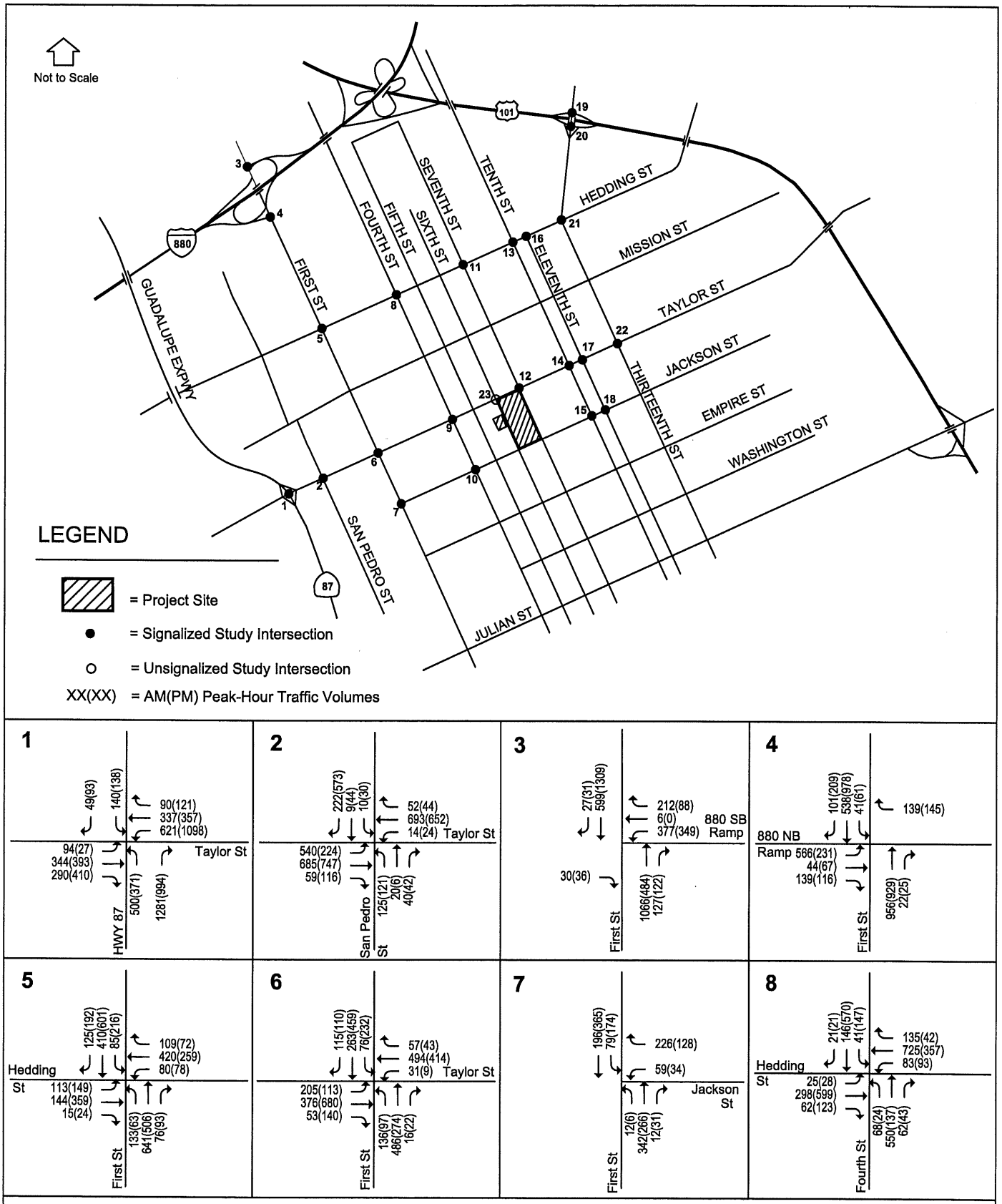

Figure 6

EXISTING TRAFFIC VOLUMES

Japantown Corp Yard Redevelopment Project

Hexagon Transportation Consultants, Inc.

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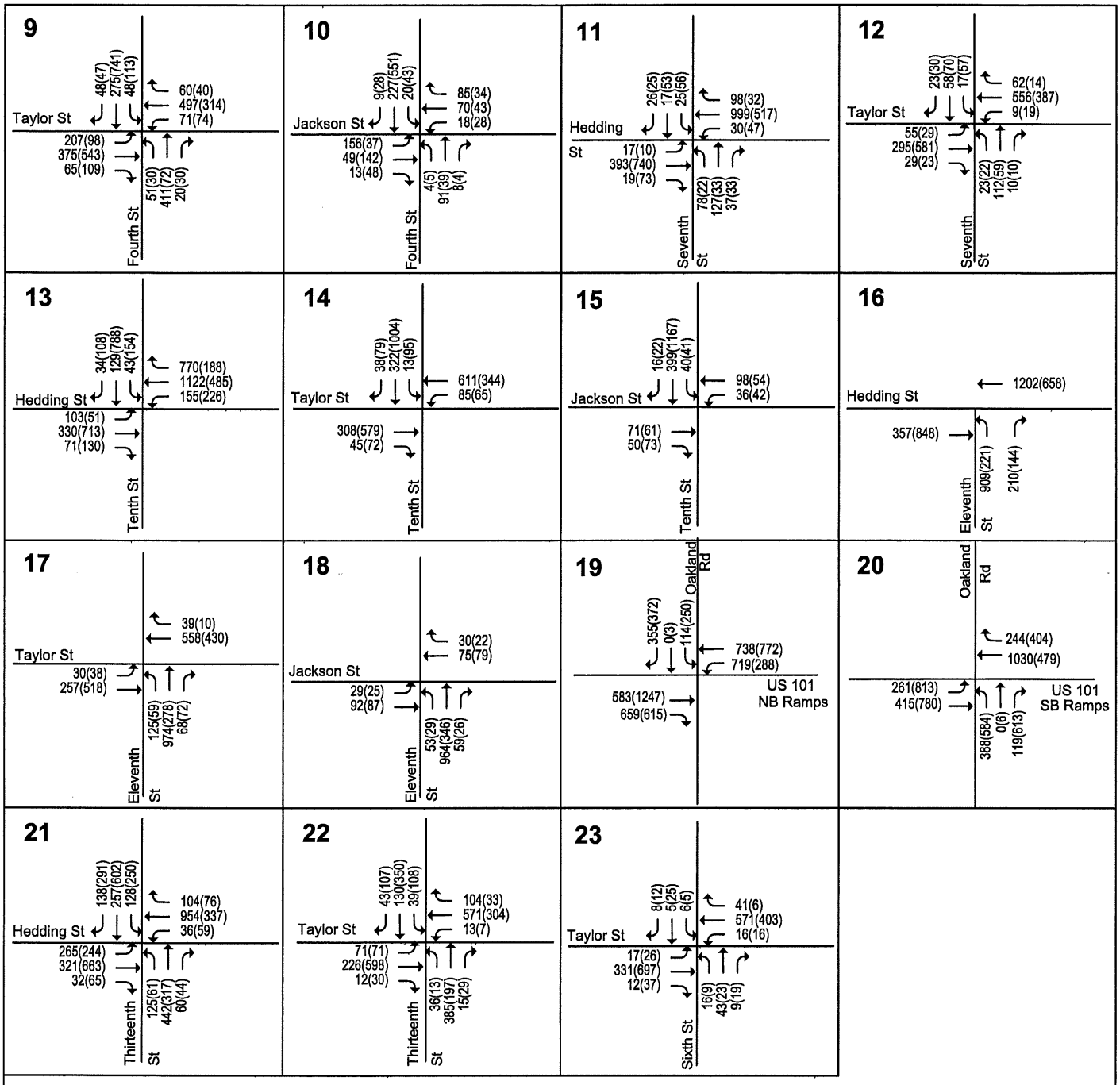

LEGEND

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

Figure 6

EXISTING TRAFFIC VOLUMES

Japantown Corp Yard Redevelopment Project

Hexagon
Transportation Consultants, Inc.

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Table 3
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Avg. Delay	LOS
1	SR 87 and Taylor St *	AM	11/7/2006	24.2	C
		PM	10/25/2006	27.1	C
2	San Pedro St and Taylor St	AM	10/25/2006	31.7	C
		PM	10/25/2006	34.9	C
3	N First St and I-880 SB Ramps *	AM	10/25/2006	19.5	B
		PM	10/25/2006	16.8	B
4	N First St and I-880 NB Ramps *	AM	10/25/2005	19.6	B
		PM	10/25/2005	14.6	B
5	N First St and Hedding St	AM	10/31/2006	34.9	C
		PM	10/31/2006	35.5	D
6	N First St and Taylor St (P)	AM	10/24/2006	48.5	D
		PM	10/24/2006	62.0	E
7	N First St and Jackson St	AM	10/24/2006	23.8	C
		PM	10/24/2006	23.6	C
8	N Fourth St and Hedding St (P)	AM	10/26/2006	32.7	C
		PM	10/26/2006	37.9	D
9	N Fourth St and Taylor St	AM	11/9/2006	32.2	C
		PM	11/9/2006	32.2	C
10	N Fourth St and Jackson St (P)	AM	11/17/2005	32.2	C
		PM	11/17/2005	24.1	C
11	N Seventh St and Hedding St	AM	11/17/2005	11.7	B
		PM	11/17/2005	8.9	A
12	N Seventh St and Taylor St	AM	10/6/2005	8.0	A
		PM	11/9/2005	7.1	A
13	N Tenth St and Hedding St (P)	AM	11/16/2005	13.8	B
		PM	11/16/2005	28.3	C
14	N Tenth St and Taylor St (P)	AM	11/17/2005	7.5	A
		PM	11/17/2005	13.3	B
15	N Tenth St and Jackson St	AM	11/17/2005	10.3	B
		PM	11/17/2005	7.0	A
16	N Eleventh St and Hedding St	AM	10/24/2006	21.4	C
		PM	10/24/2006	10.9	B
17	N Eleventh St and Taylor St (P)	AM	9/29/2005	14.6	B
		PM	9/29/2005	8.0	A
18	N Eleventh St and Jackson St	AM	11/16/2005	7.1	A
		PM	11/16/2005	10.0	B
19	Oakland Rd and US 101 NB Ramps *	AM	11/16/2005	61.8	E
		PM	11/16/2005	22.9	C
20	Oakland Rd and US 101 SB Ramps *	AM	11/16/2005	22.4	C
		PM	11/16/2005	33.6	C
21	N Thirteenth St and Hedding St	AM	11/16/2005	46.9	D
		PM	11/16/2005	43.3	D
22	N Thirteenth St and Taylor St	AM	11/16/2005	13.4	B
		PM	11/16/2005	13.8	B

Notes:
* Denotes a CMP intersection.
(P) Denotes a City of San Jose Protected Intersection.

Signal Warrant Analysis

A peak hour signal warrant check (*MUTCD 2003 Edition*, Part 4, Warrant 3) was performed for the unsignalized study intersection of North Sixth Street and Taylor Street to determine whether signalization would be justified on the basis of existing peak hour traffic volumes. The analysis revealed that the peak hour volume warrant currently is not satisfied at this intersection based on existing AM or PM peak hour volumes. The signal warrant worksheet is included in Appendix E.

Existing Freeway Segment Levels of Service

Traffic volumes for the study freeway segments were obtained from the 2005 CMP Annual Monitoring Report. The results of the analysis are summarized in Table 4. The results show that the following study freeway segments currently operate at LOS F in at least one direction during at least one of the peak hours of traffic as indicated below:

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

Observed Existing Traffic Conditions

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

Table 4
Existing Freeway Segment Levels of Service

					Mixed-Flow Lanes					HOV Lane Traffic Volume				
Freeway	Segment		Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS
SR 87	I-280	to Julian St	NB	AM	28	2	3,750	67.0	F	–	–	–	–	–
				PM	67	2	2,010	15.0	B	–	–	–	–	–
SR 87	Julian St	to Coleman Ave	NB	AM	65	2	3,900	30.0	D	–	–	–	–	–
				PM	66	2	2,510	19.0	C	–	–	–	–	–
SR 87	Coleman St	to Taylor St	NB	AM	57	2	4,450	39.0	D	67	1	940	14.0	B
				PM	67	2	1,740	13.0	B	67	1	270	4.0	A
SR 87	Taylor St	to Skyport Dr	NB	AM	66	2	3,300	25.0	C	67	1	670	10.0	A
				PM	67	2	1,610	12.0	B	67	1	70	1.0	A
SR 87	Skyport Dr	to US 101	NB	AM	66	2	3,300	25.0	C	66	1	1,320	20.0	C
				PM	67	2	2,140	16.0	B	67	1	70	1.0	A
SR 87	US 101	to Skyport Dr	SB	AM	66	2	2,640	20.0	C	–	–	–	–	–
				PM	64	2	4,220	33.0	D	–	–	–	–	–
SR 87	Skyport Dr	to Taylor St	SB	AM	67	2	1,470	11.0	A	–	–	–	–	–
				PM	62	2	4,340	35.0	D	–	–	–	–	–
SR 87	Taylor St	to Coleman St	SB	AM	67	2	1,740	13.0	B	–	–	–	–	–
				PM	27	2	3,670	68.0	F	–	–	–	–	–
SR 87	Coleman Ave	to Julian St	SB	AM	66	2	3,300	25.0	C	–	–	–	–	–
				PM	28	2	3,750	67.0	F	–	–	–	–	–
SR 87	Julian St	to I-280	SB	AM	67	2	1,340	10.0	A	–	–	–	–	–
				PM	19	2	3,270	86.1	F	–	–	–	–	–
US 101	Santa Clara St	to McKee Rd	NB	AM	14	3	4,200	100.0	F	27	1	1,860	68.9	F
				PM	66	3	4,160	21.0	C	66	1	1,650	25.0	C
US 101	McKee Rd	to Oakland Rd	NB	AM	20	3	4,980	83.0	F	33	1	1,980	60.0	F
				PM	66	3	5,540	28.0	D	67	1	870	13.0	B
US 101	Oakland Rd	to I-880	NB	AM	13	3	4,060	104.1	F	36	1	2,020	56.1	E
				PM	66	3	4,160	21.0	C	67	1	540	8.1	A
US 101	I-880	to Old Bayshore	NB	AM	12	3	3,890	108.1	F	19	1	1,630	85.8	F
				PM	67	3	3,420	17.0	B	67	1	540	8.1	A
US 101	Old Bayshore	to N. First St	NB	AM	13	3	4,020	103.1	F	11	1	1,230	111.8	F
				PM	66	3	4,550	23.0	C	66	1	1,450	22.0	C
US 101	N. First St	to Guadalupe Pkwy	NB	AM	22	3	5,210	78.9	F	17	1	1,530	90.0	F
				PM	66	3	5,150	26.0	D	67	1	470	7.0	A
US 101	Guadalupe Pkwy	to N. First St	SB	AM	67	3	3,620	18.0	C	67	1	470	7.0	A
				PM	16	3	4,420	92.1	F	51	1	2,190	42.9	D
US 101	N. First St	to Old Bayshore	SB	AM	67	3	3,220	16.0	B	67	1	940	14.0	B
				PM	12	3	3,920	108.9	F	42	1	2,100	50.0	E
US 101	Old Bayshore	to I-880	SB	AM	67	3	3,220	16.0	B	67	1	400	6.0	A
				PM	13	3	4,100	105.1	F	32	1	1,980	61.9	F
US 101	I-880	to Oakland Rd	SB	AM	66	3	4,550	23.0	C	67	1	540	8.1	A
				PM	13	3	4,060	104.1	F	43	1	2,110	49.1	E
US 101	Oakland Rd	to McKee Rd	SB	AM	66	3	4,160	21.0	C	67	1	400	6.0	A
				PM	28	3	5,630	67.0	F	65	1	2,020	31.1	D
US 101	McKee Rd	to Santa Clara St	SB	AM	66	3	4,550	23.0	C	67	1	470	7.0	A
				PM	32	3	5,860	61.0	F	64	1	2,110	33.0	D
I-880	Coleman Ave	to SR 87	NB	AM	37	3	6,110	55.0	E	–	–	–	–	–
				PM	59	3	6,550	37.0	D	–	–	–	–	–
I-880	SR 87	to N. 1st St	NB	AM	61	3	6,590	36.0	D	–	–	–	–	–
				PM	59	3	6,550	37.0	D	–	–	–	–	–
I-880	N. 1st St	to US 101	NB	AM	50	3	6,600	44.0	D	–	–	–	–	–
				PM	61	3	6,590	36.0	D	–	–	–	–	–
I-880	US 101	to E. Brokaw Rd	NB	AM	35	3	6,090	58.0	E	–	–	–	–	–
				PM	66	3	5,150	26.0	D	–	–	–	–	–
I-880	E. Brokaw Rd	to US 101	SB	AM	66	3	4,950	25.0	C	–	–	–	–	–
				PM	26	3	5,540	71.0	F	–	–	–	–	–
I-880	US 101	to N. 1st St	SB	AM	58	3	6,610	38.0	D	–	–	–	–	–
				PM	8	3	3,070	127.9	F	–	–	–	–	–
I-880	N. 1st St	to SR 87	SB	AM	55	3	6,600	40.0	D	–	–	–	–	–
				PM	19	3	4,850	85.1	F	–	–	–	–	–
I-880	SR 87	to Coleman Ave	SB	AM	58	3	6,610	38.0	D	–	–	–	–	–
				PM	26	3	5,540	71.0	F	–	–	–	–	–

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2005.

SR 87 and Taylor Street

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

San Pedro Street and Taylor Street

During the AM and PM peak hours, westbound traffic backs up past Miller Street and blocks left-turn access to and from Miller Street.

North First Street and I-880 Ramps

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

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

North First Street and Hedding Street

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

North First Street and Taylor Street

During the AM and PM peak hours, eastbound traffic backs up past Miller Street and blocks left-turn access to and from Miller Street. During the PM peak hour, eastbound traffic occassionally requires two signal cycles to clear the intersection. Also during the PM peak hour, the southbound left-turn vehicle queue frequently extends out of the turn pocket, and sometimes requires two signal cycles to clear the intersection.

North Fourth Street and Hedding Street

During the PM peak hour, the eastbound left-turn pocket fills completely but all vehicles clear the intersection in one signal cycle.

North Fourth Street and Taylor Street

During the PM peak hour, long vehicle queues frequently develop on the west leg of this intersection due to heavy eastbound through traffic volumes. The vehicle queues occassionally back up past North Second Street.

During the AM and PM peak hours, westbound traffic backs up past North Fifth Street but all vehicles are able to clear the intersection in one signal cycle.

North Tenth Street and Hedding Street

During the PM peak hour, the westbound left-turn pocket fills up but all vehicles are able to clear the intersection in one signal cycle. Westbound traffic on Hedding Street backs up past North Eleventh Street, causing excessive delays. As a result, it often takes two signal cycles for westbound vehicles to clear the intersection of North Tenth Street and Hedding Street. Also during the PM peak hour, the eastbound vehicle queue at North Tenth Street and Hedding Street frequently backs up to North Eighth Street.

North Eleventh Street and Hedding Street

During the AM peak hour, the northbound left-turn movement volume at North Eleventh Street and Hedding Street is heavy. As a result, two signal cycles are occasionally required for the entire northbound left-turn vehicle queue to clear the intersection during the AM peak hour.

During the PM peak hour, westbound traffic backs up through the North Eleventh Street and Hedding Street intersection. As a result, it often takes two signal cycles for westbound vehicles to clear the intersection of North Eleventh Street and Hedding Street.

Oakland Road and US 101 Ramps

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

During the AM peak hour, long northbound vehicle queues occasionally develop due to high demand for the left-turn movement onto northbound US 101. When this occurs, all vehicles are unable to clear the intersection in one signal cycle.

During the PM peak hour, long southbound vehicle queues frequently develop due to high demand for the left-turn movement onto southbound US 101. All vehicles are unable to clear the intersection in one signal cycle due to the short green time for the southbound left-turn movement.

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

3.
Background Conditions

This chapter describes background traffic conditions. Background (baseline) conditions are defined as conditions just prior to completion of the proposed development. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions.

Background Transportation Network

It is assumed in this analysis that the transportation network under background conditions would be the same as the existing transportation network with the exception of the following funded improvements and/or roadway adjustments:

Oakland Road/North Thirteenth Street and Hedding Street – Addition of second eastbound and westbound left-turn lanes. (Funding: North San Jose Traffic Impact Fee – NSJDP Phase 1)

North Tenth and Eleventh Streets Couplet Conversions - Conversion of North Tenth and Eleventh Streets from one-way streets to two-way streets. The conversion will require lane geometrics to be adjusted at the intersections of North Tenth and Eleventh Streets with Taylor and Hedding Streets. The conversion will result in a reduction of capacity of the roadways. (Funding: City of San Jose CIP Project)

Background Traffic Volumes

Background peak hour traffic volumes were estimated by adding to existing traffic volumes, the volumes from approved but not yet completed developments in the vicinity of the project site. For intersections in and around the North San Jose area, the City has applied a growth adjustment factor to the existing traffic volumes to account for current vacancy rates of work-based land uses in the North San Jose area. The small increases in traffic volumes attributable to the growth factors represent "potential trips" that generally would exist under typical thriving economic conditions. The added traffic from approved developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI).

Thus, background peak hour traffic volumes were estimated by adding to existing peak hour volumes the North San Jose anticipated future growth estimates and the traffic volumes contained in the City's ATI. The trips generated by the corporation yard also are included in the background peak hour traffic volumes, since these trips are already included in the existing peak hour counts.

Background peak hour traffic volumes are shown on Figure 7. The ATI sheets are included in Appendix B. Traffic volumes for all components of traffic are tabulated in Appendix C.

Background Intersection Levels of Service

City of San Jose Intersection Analysis

The results of the intersection level of service analysis under background conditions are summarized in Table 5. The results show that, measured against the City of San Jose level of service standards, five of the signalized study intersections would operate at unacceptable levels under background conditions:

North First Street and Taylor Street (PM peak hour – LOS F)
North Tenth Street and Hedding Street (AM Peak Hour – LOS E)
North Tenth Street and Taylor Street (PM Peak Hour – LOS E)
Oakland Road and US 101 Northbound Ramps (AM peak hour – LOS F)
Oakland Road and US 101 Southbound Ramps (PM peak hour – LOS E)

The remaining signalized intersections would continue to operate at acceptable levels of service (LOS D or better) during both the AM and PM peak hours of traffic, according to City of San Jose standards.

CMP Intersection Analysis

The level of service results for the CMP intersections under background conditions are summarized in Table 5. The results show that, measured against the CMP level of service standards, one of the CMP study intersections would operate at an unacceptable LOS F under background conditions:

Oakland Road and US 101 Northbound Ramps (AM peak hour)

The remaining CMP intersections would continue to operate at acceptable levels of service (LOS E or better) during both the AM and PM peak hours under background conditions.

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

Signal Warrant Analysis

A peak hour signal warrant check (*MUTCD 2003 Edition*, Part 4, Warrant 3) was performed for the unsignalized study intersection of North Sixth Street and Taylor Street to determine whether signalization would be justified on the basis of background AM and PM peak hour traffic volumes. The analysis revealed that the peak hour volume warrant would not be satisfied at this intersection based on background AM or PM peak hour volumes. The signal warrant worksheet is included in Appendix E.

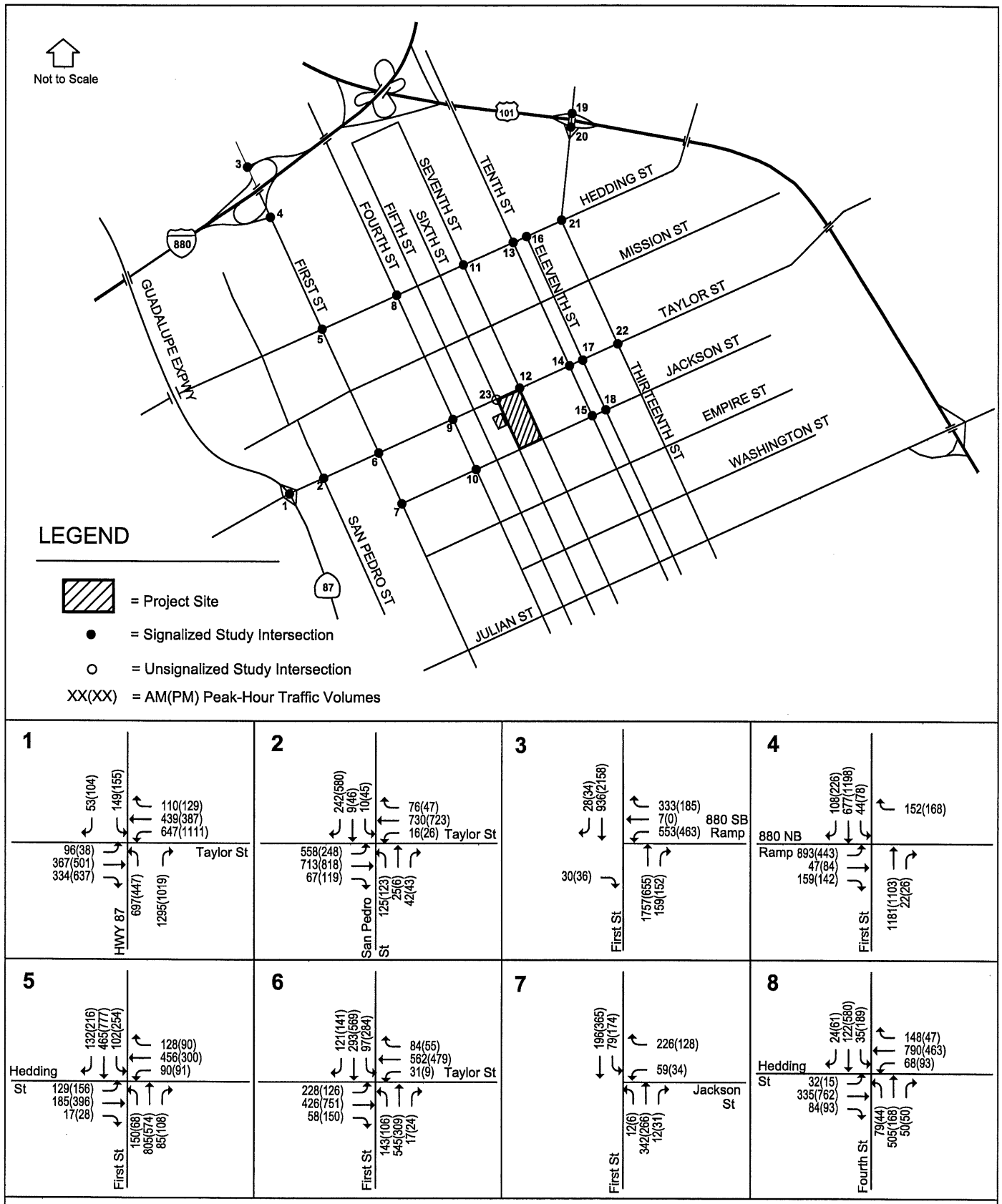

Figure 7

BACKGROUND TRAFFIC VOLUMES

Japantown Corp Yard Redevelopment Project

Hexagon Transportation Consultants, Inc.

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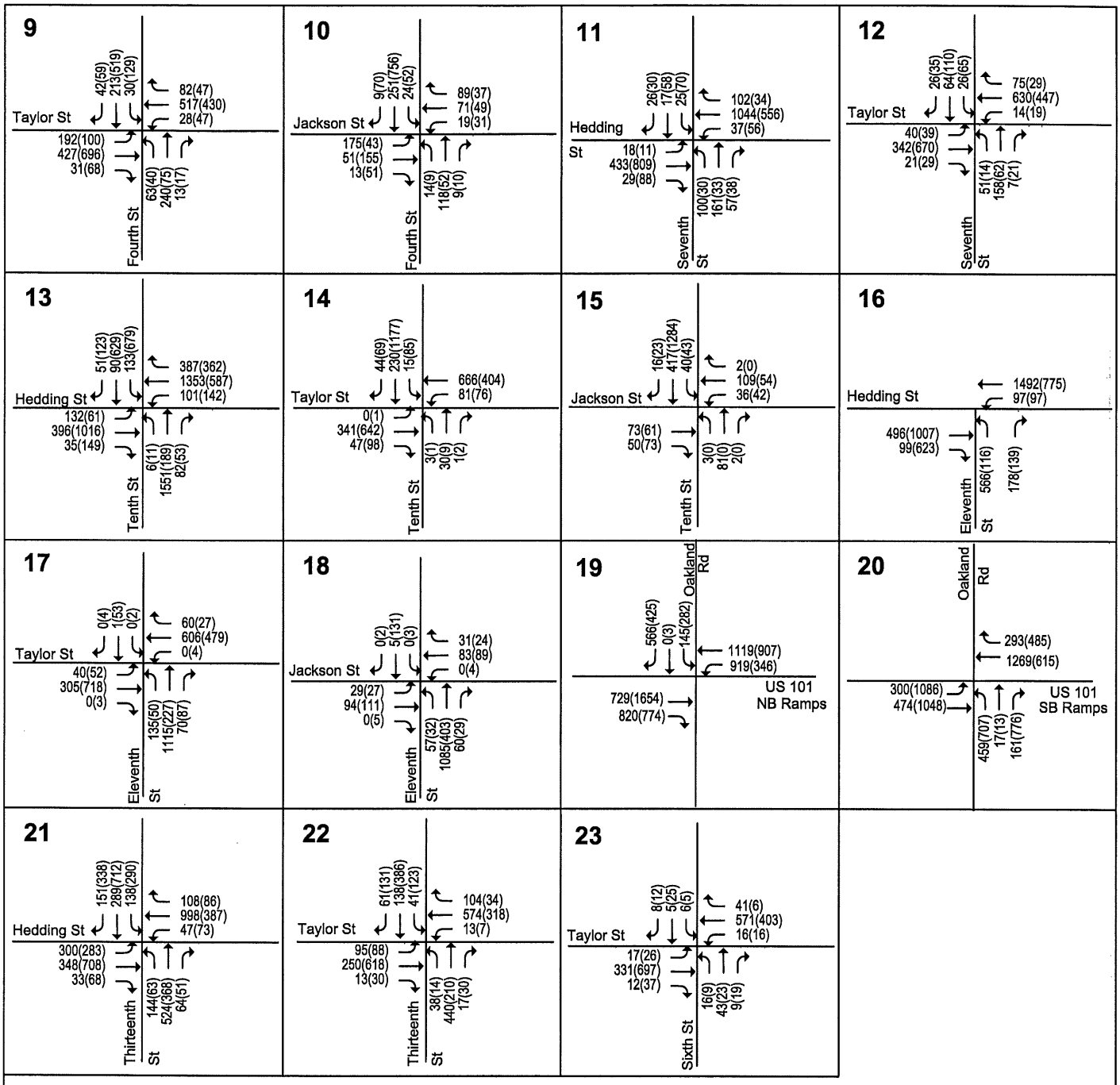

LEGEND

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

Figure 7

BACKGROUND TRAFFIC VOLUMES

Japantown Corp Yard Redevelopment Project

Hexagon
Transportation Consultants, Inc.

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Table 5
Background Intersection Levels of Service

Study Number	Intersection	Peak Hour	Existing Avg. Delay	Existing LOS	Background Avg. Delay	Background LOS
1	SR 87 and Taylor St *	AM	24.2	C	27.7	C
		PM	27.1	C	33.5	C
2	San Pedro St and Taylor St	AM	31.7	C	31.8	C
		PM	34.9	C	35.2	D
3	N First St and I-880 SB Ramps *	AM	19.5	B	27.4	C
		PM	16.8	B	19.3	B
4	N First St and I-880 NB Ramps *	AM	19.6	B	23.2	C
		PM	14.6	B	17.4	B
5	N First St and Hedding St	AM	34.9	C	35.4	D
		PM	35.5	D	35.3	D
6	N First St and Taylor St (P)	AM	48.5	D	51.9	D
		PM	62.0	E	82.2	F
7	N First St and Jackson St	AM	23.8	C	23.8	C
		PM	23.6	C	21.7	C
8	N Fourth St and Hedding St (P)	AM	32.7	C	34.7	C
		PM	37.9	D	39.5	D
9	N Fourth St and Taylor St	AM	32.2	C	32.3	C
		PM	32.2	C	33.8	C
10	N Fourth St and Jackson St (P)	AM	32.2	C	25.4	C
		PM	24.1	C	31.0	C
11	N Seventh St and Hedding St	AM	11.7	B	13.4	B
		PM	8.9	A	9.5	A
12	N Seventh St and Taylor St	AM	8.0	A	8.5	A
		PM	7.1	A	7.7	A
13	N Tenth St and Hedding St (P)	AM	13.8	B	60.3	E
		PM	28.3	C	39.9	D
14	N Tenth St and Taylor St (P)	AM	7.5	A	13.9	B
		PM	13.3	B	57.9	E
15	N Tenth St and Jackson St	AM	10.3	B	10.1	B
		PM	7.0	A	37.0	D
16	N Eleventh St and Hedding St	AM	21.4	C	25.8	C
		PM	10.9	B	10.8	B
17	N Eleventh St and Taylor St (P)	AM	14.6	B	29.0	C
		PM	8.0	A	15.3	B
18	N Eleventh St and Jackson St	AM	7.1	A	17.6	B
		PM	10.0	B	9.6	A
19	Oakland Rd and US 101 NB Ramps *	AM	61.8	E	139.0	F
		PM	22.9	C	41.9	D
20	Oakland Rd and US 101 SB Ramps *	AM	22.4	C	23.8	C
		PM	33.6	C	76.4	E
21	N Thirteenth St and Hedding St	AM	46.9	D	45.3	D
		PM	43.3	D	42.1	D
22	N Thirteenth St and Taylor St	AM	13.4	B	14.2	B
		PM	13.8	B	14.7	B

Notes:
* Denotes a CMP intersection.
(P) Denotes a City of San Jose Protected Intersection.

4.
Project Impacts and Mitigation Measures

This chapter describes project traffic conditions, significant project impacts, and measures that are recommended to mitigate project impacts. Included are descriptions of the significance criteria that define an impact, estimates of project-generated traffic, identification of the impacts, and descriptions of the mitigation measures. Project conditions are represented by background traffic conditions with the addition of traffic generated by the project.

The project as proposed would consist of constructing up to 600 market rate residential units, up to 30,000 square feet (s.f.) of retail space, and up to 20,000 s.f. of community amenity space incorporating a Taiko drumming practice facility. The project also would include constructing 85 affordable senior housing units on an existing parking lot on the west side of North Sixth Street adjacent to the Corporation Yard.

Due to unknown future market conditions, ground-floor retail space may not be the most economically viable choice for development on the project site. Therefore, as a variation on the proposed project, the project may include up to 15,000 s.f. of retail space and up to 24 live/work units instead of 30,000 s.f. of retail space. The appropriate use would be determined at the time that the final project development plans are filed with the City of San Jose. It should be emphasized that the 24 live/work units would generate slightly more AM peak hour traffic (17 trips) than 15,000 s.f. of retail space, and would generate the same number of PM peak hour trips as 15,000 s.f. of retail space. In order to present a worst-case traffic condition for the project scenario, the project traffic volumes presented in this report are based on 15,000 s.f. of retail space and 24 live/work units. Therefore, if 30,000 s.f. of retail space and no live/work units are proposed, then the project impacts would be slightly less than described herein, although not enough to avoid any significant impacts.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine significant impacts on signalized intersections are based on City of San Jose Level of Service standards. Project impacts also were analyzed according to the County Congestion Management Program (CMP) methodology at the five CMP study intersections and fifteen freeway segments.

Project impacts on other transportation facilities, such as pedestrian and bicycle facilities, parking, and transit service were determined on the basis of engineering judgment and are discussed in Chapter 5.

City of San Jose Definition of Significant Intersection Impacts

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

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under project conditions, or

2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the demand-to-capacity ratio (V/C) to increase by one percent (.01) or more, or

3. The level of service at a designated Protected Intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes the demand-to-capacity ratio (V/C) to increase by one-half percent (.005) or more.

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

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

CMP Definition of Significant Intersection Impacts

The definition of a significant impact at a CMP intersection is the same as for the City of San Jose, except that the CMP standard for acceptable level of service at a CMP intersection is LOS E or better. A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to an acceptable LOS E or better.

CMP Definition of Significant Freeway Segment Impacts

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

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under existing conditions to an unacceptable LOS F under project conditions, or

2. The level of service on the freeway segment is an unacceptable LOS F under project conditions and the number of project trips added to that segment constitutes at least one percent capacity of that segment.

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

Transportation Network Under Project Conditions

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

Project Trip Estimates

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

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. The trip rates were taken from the City of San Jose Department of Public Works, *Interim Guidelines for Traffic Impact Analysis of Land Developments*, June 1994. Based on the trip rates recommended by the City of San Jose, the project would generate 6,180 gross daily vehicle trips, with 558 gross trips occurring during the AM peak hour and 601 gross trips occurring during the PM peak hour.

Since the proposed residential mixed-use development would replace the existing corporation yard, the trips generated by the existing use were subtracted at each study intersection prior to adding the estimated project traffic to the roadway network. The existing corporation yard has a different trip distribution pattern associated with its current use than the proposed mixed-use development. Thus, the trips generated by the corporation yard were subtracted from the roadway network based on the site's current light industrial trip distribution pattern. The peak hour trips generated by the existing corporation yard were obtained from driveway counts conducted in May of 2006 when the coroporation yard was in full operation.

A retail pass-by trip reduction of 25 percent (standard for the City of San Jose) was applied to the PM peak hour trip generation estimates since the project proposes a retail component. Trip generation for retail uses typically are adjusted to account for pass-by-trips during the PM peak period of traffic. Pass-by-trips are trips that would already be on the adjacent roadways (and are therefore already counted in the background traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the PM peak hour traffic projections. A mixed-use trip reduction also was applied to account for internalization of trips due to the interaction between the residential and retail components of the project.

After applying the appropriate trip reductions and existing trip credits, the project would generate 5,010 net new daily trips, with 434 net new trips occurring during the AM peak hour and 509 net new trips occurring during the PM peak hour. Using the inbound/outbound splits recommended by the City of San

Jose, the project would produce 150 additional inbound and 284 additional outbound trips during the AM peak hour, and 311 additional inbound and 198 additional outbound trips during the PM peak hour than the current use on the site.

The project trip generation estimates are presented below in Table 6.

Table 6
Project Trip Generation Estimates

				AM Peak Hour				PM Peak Hour			
Land Use	Size	Daily Rate /a/	Daily Trips	Pk-Hr Rate /a/	In	Out	Total	Pk-Hr Rate /a/	In	Out	Total
Proposed Uses											
Condominium/Townhouse /b/	600 units	7.50	4,500	0.75	157	293	450	0.75	293	157	450
Affordable Senior Housing /b/	85 units	3.60	306	0.43	15	22	37	0.43	22	15	37
Community Amenity Space /c/	20,000 s.f.	22.88	458	1.62	20	12	32	1.64	10	23	33
Live/Work Units /d/											
Residential Component (Apartments - 50% Red.)	24 units	3.00	72	0.30	3	4	7	0.30	4	3	7
Commercial Component (General Office - 50% Red.)	14,400 s.f.	10.00	144	1.40	18	2	20	1.40	4	16	20
Live/Work Sub Total:			216		21	6	27		8	19	27
Specialty Retail /b/	15,000 s.f.	40.00	600	0.80	8	4	12	3.60	27	27	54
Retail Pass-by Reduction /e/									*-7*	*-7*	*-14*
Mixed-Use Internalized Reduction /f/			*-156*		*-2*	*-1*	*-3*		*-7*	*-7*	*-14*
Transit Reduction (residential only) /g/			*-439*		*-16*	*-29*	*-45*		*-29*	*-16*	*-45*
Proposed Uses Total:			5,485		203	307	510		317	211	528
Existing Uses (to be replaced)											
Japantown Corporation Yard (observed) /h/	252,650 s.f.		475		53	23	76		6	13	19
Net Project Trips:			**5,010**		**150**	**284**	**434**		**311**	**198**	**509**

Notes:
/a/ Rate per unit for residential use; per 1,000 s.f. for retail, community center, and existing light industrial uses.
/b/ Rates for proposed residential and retail uses based on City of San Jose Interim Guidelines for Traffic Impact Analysis for Land Developments, "Common Vehicular Trip Generation Rates for the San Jose Area," March 1994.
/c/ Rates for the proposed community amenity space based on the Institute of Transportation Engineers (ITE) manual entitled Trip Generation, seventh edition, 2003.
/d/ The trip generation estimates for the live/work units are based on City of San Jose rates for Apartments and General Office with a 50 percent reduction applied to both uses. It was estimated that the commercial (office) component of each live/work unit would total 600 square feet.
/e/ A standard pass-by reduction of 25% was applied to the retail use during the PM peak hour.
/f/ Based on the *Congestion Management Program TIA Guidelines*, a mixed-use trip reduction can be applied since the project is a mixed-use development with housing and retail components. A 13% reduction was first applied to the smaller of the two generators (retail component). The trips generated by the larger generator (residential component) were then reduced by the same number of trips as were reduced for the smaller trip generator.
/g/ Based on the *Congestion Management Program TIA Guidelines,* a transit reduction of 9% was applied to the residential component of the project since the project site would be located within approximately 2,000 feet of an LRT station.
/h/ The peak hour trip generation rates for the existing corporation yard are based on driveway counts conducted in May of 2006.

Trip Distribution

The directional distribution of site-generated traffic to and from the main gateways to the project area was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. Three separate trip distribution patterns were applied to the land uses of the site: 1) Residential, 2) Retail and Community Amenity Space, and 3) Commercial/Industrial – applied to the existing corporation yard trips and the commercial component of the Live/Work units.

Figure 8 shows the trip distribution patterns that were used.

Trip Assignment

The peak hour trips generated by the existing and proposed uses were assigned to the roadway system in accordance with the distribution patterns discussed above. Based on the project site's close proximity to existing freeway access points, specifically SR 87, I-880 and US 101, 60 percent of the estimated residential project trips were assigned to and from the freeways. The remaining 40 percent of residential trips were distributed relatively evenly among the surrounding arterials and collectors. It was assumed that the proposed retail uses and community amenity space primarily would serve residents of Japantown and the surrounding neighborhoods only. Thus, no project trips related to the retail or community amenity space were assigned to and from the freeways. As previously discussed, the trips generated by the corporation yard were subtracted from the roadway network according to the site's current travel patterns.

The existing trips generated by the corporation yard that would be replaced are shown graphically on Figure 9. The project trip assignment for the market-rate residential units is shown on Figure 10. Figure 11 shows the retail project trips. The project trips attributable to the community amenity space are shown on Figure 12. Figure 13 shows the trips generated by the live/work units. The project trip assignment for the affordable senior housing units is shown on Figure 14. The net project trips are shown on Figure 15.

Travel Time Surveys

Vehicular travel time surveys were conducted in May of 2007 during the AM and PM peak commute periods to determine the quickest route between the project site and US 101 to and from the north. The results of the survey were used to assign new project trips to and from US 101 north. The results show that the fastest driving route is to use the SR 87/Taylor Street interchange to access US 101 as opposed to using the alternate US 101/Oakland Road interchange. The difference is about two minutes during both the AM and PM peak commute periods. Thus, all project traffic that was assigned to US 101 to and from the north was assigned via the SR87/Taylor Street interchange.

Project Traffic Volumes

Project trips, as represented in the above project trip assignments, were added to future background traffic volumes to obtain background plus project traffic volumes. Background traffic volumes plus project trips are typically referred to simply as *project traffic volumes*; this is contrasted with the term *project trips,* which is used to signify the traffic that is produced specifically by the project.

The peak hour project traffic volumes are shown graphically on Figure 16. Traffic volumes for all components of traffic are tabulated in Appendix C.

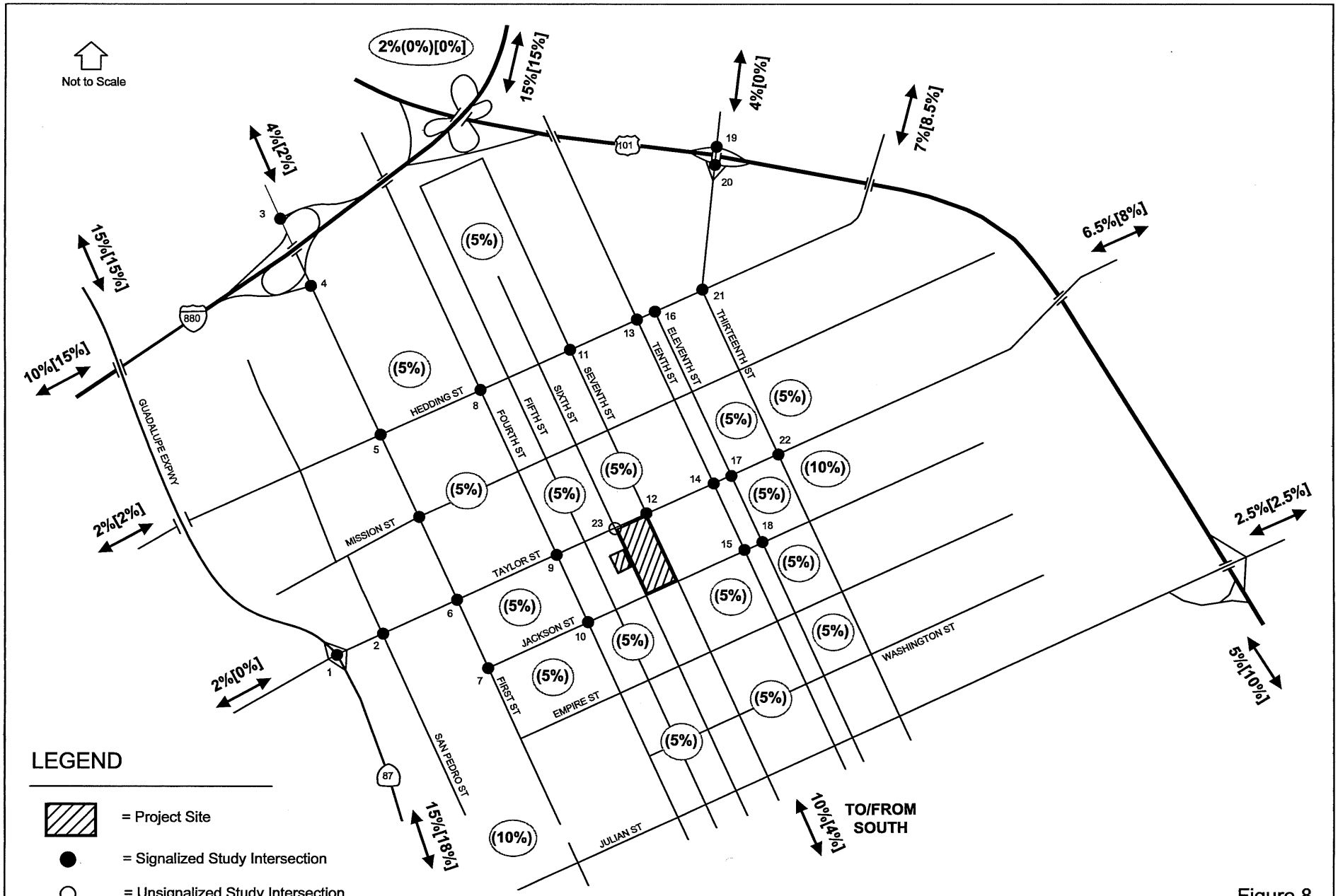

Figure 8

PROJECT TRIP DISTRIBUTION PATTERNS

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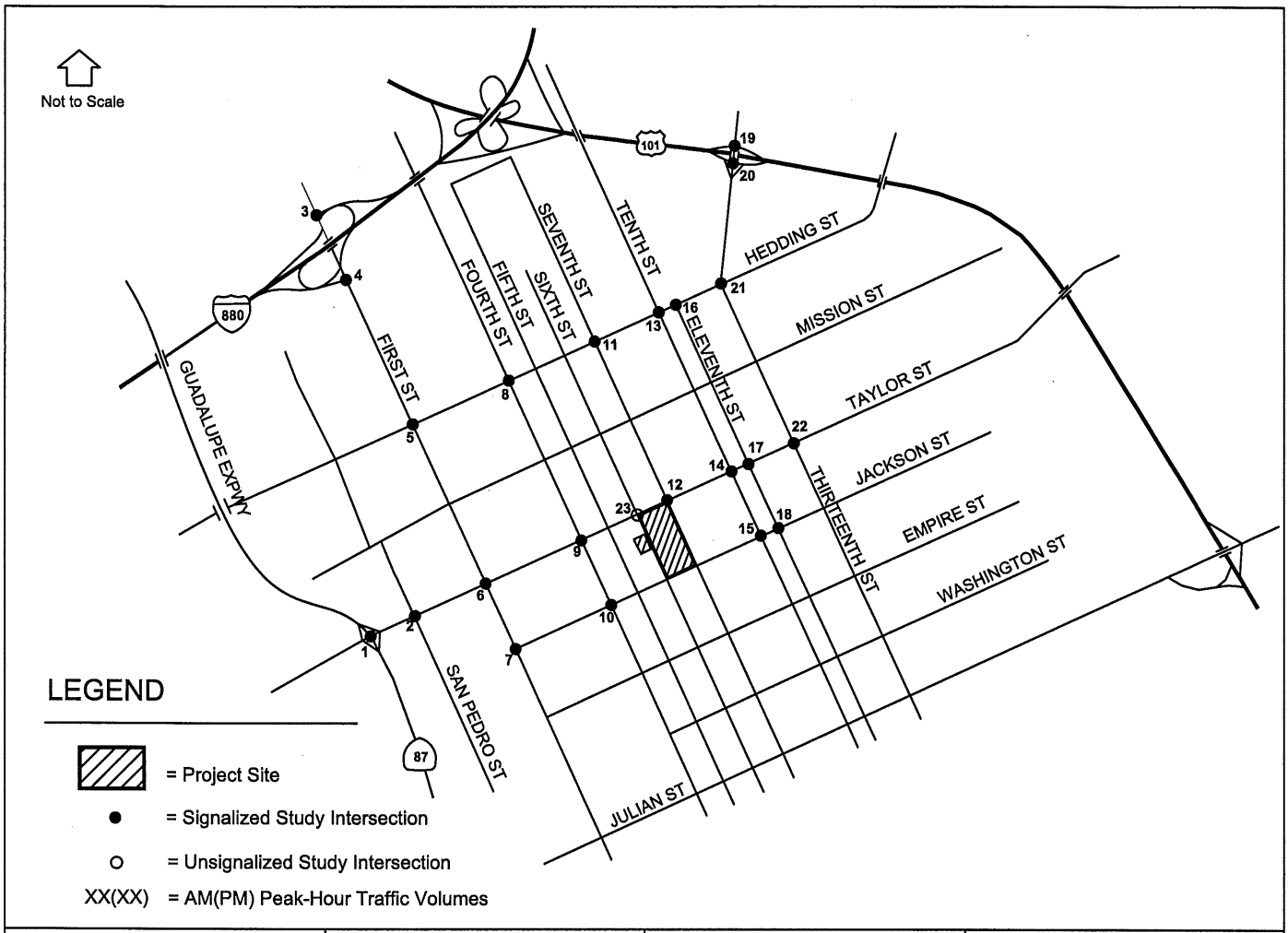

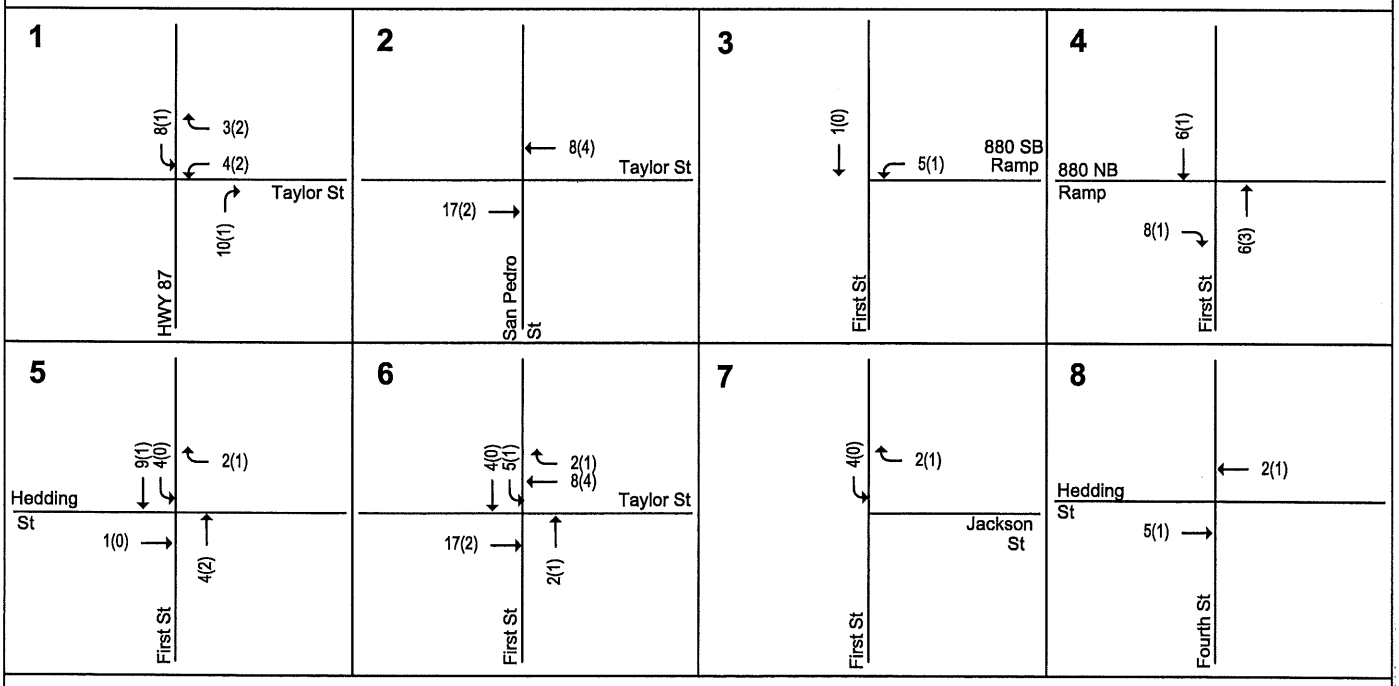

Figure 9

EXISTING CORPORATION YARD TRIPS

Japantown Corp Yard Redevelopment Project

Hexagon Transportation Consultants, Inc.

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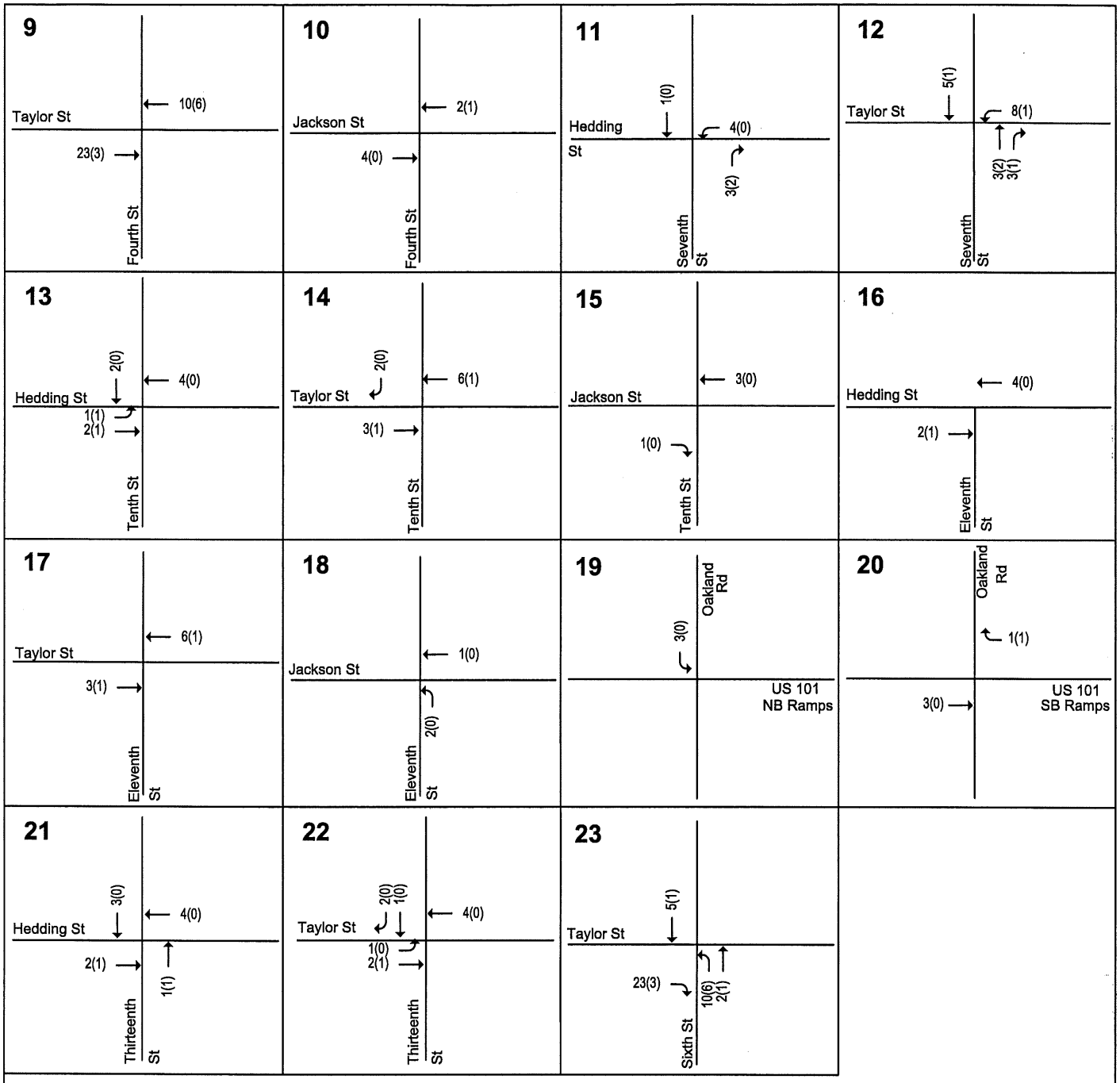

LEGEND

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

Figure 9

EXISTING CORPORATION YARD TRIPS

Japantown Corp Yard Redevelopment Project

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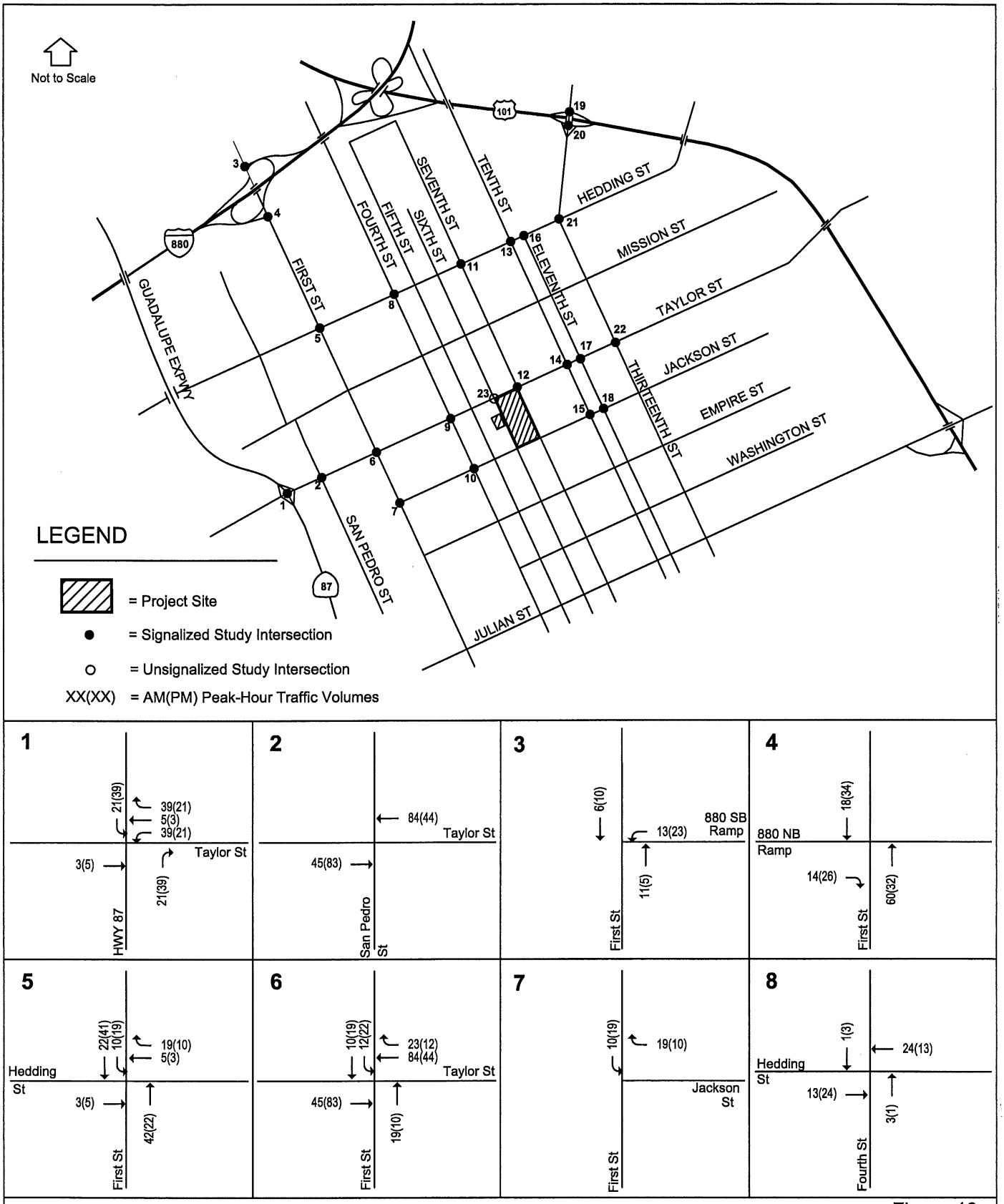

Figure 10

MARKET-RATE RESIDENTIAL UNITS PROJECT TRIP ASSIGNMENT

Hexagon Transportation Consultants, Inc.

Japantown Corp Yard Redevelopment Project

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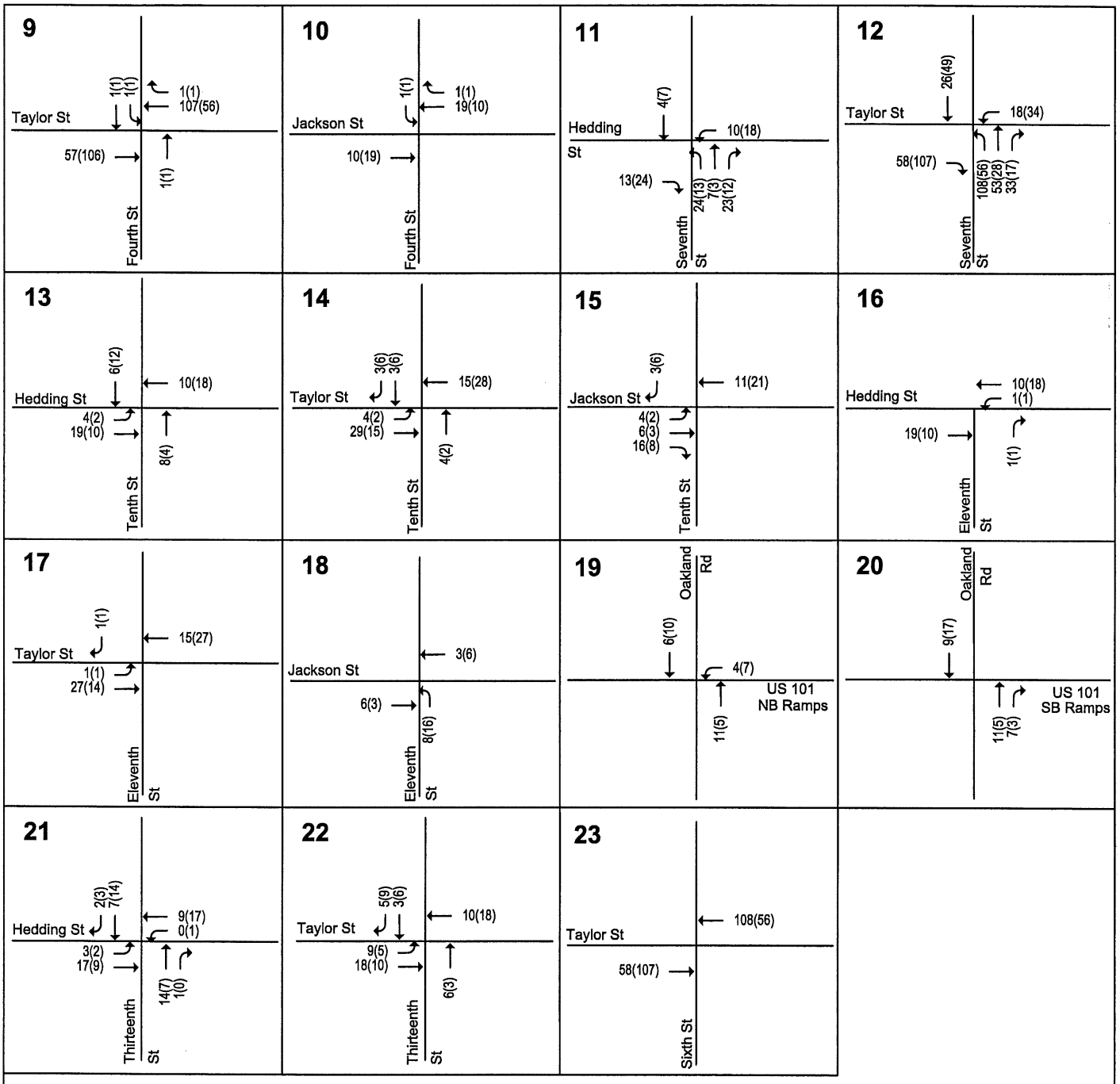

LEGEND

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

Figure 10

MARKET-RATE RESIDENTIAL UNITS PROJECT TRIP ASSIGNMENT

Japantown Corp Yard Redevelopment Project

Hexagon
Transportation Consultants, Inc.

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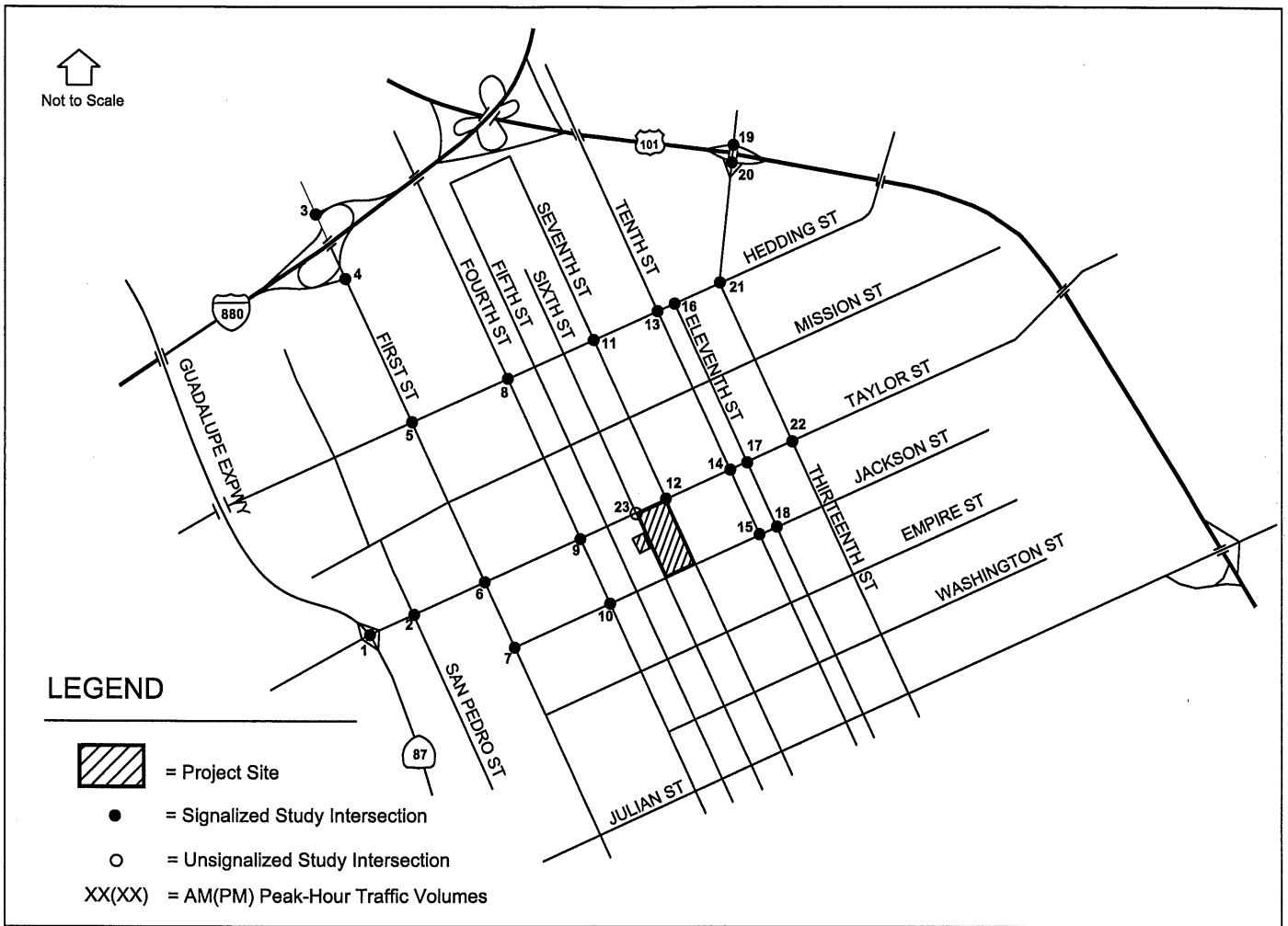

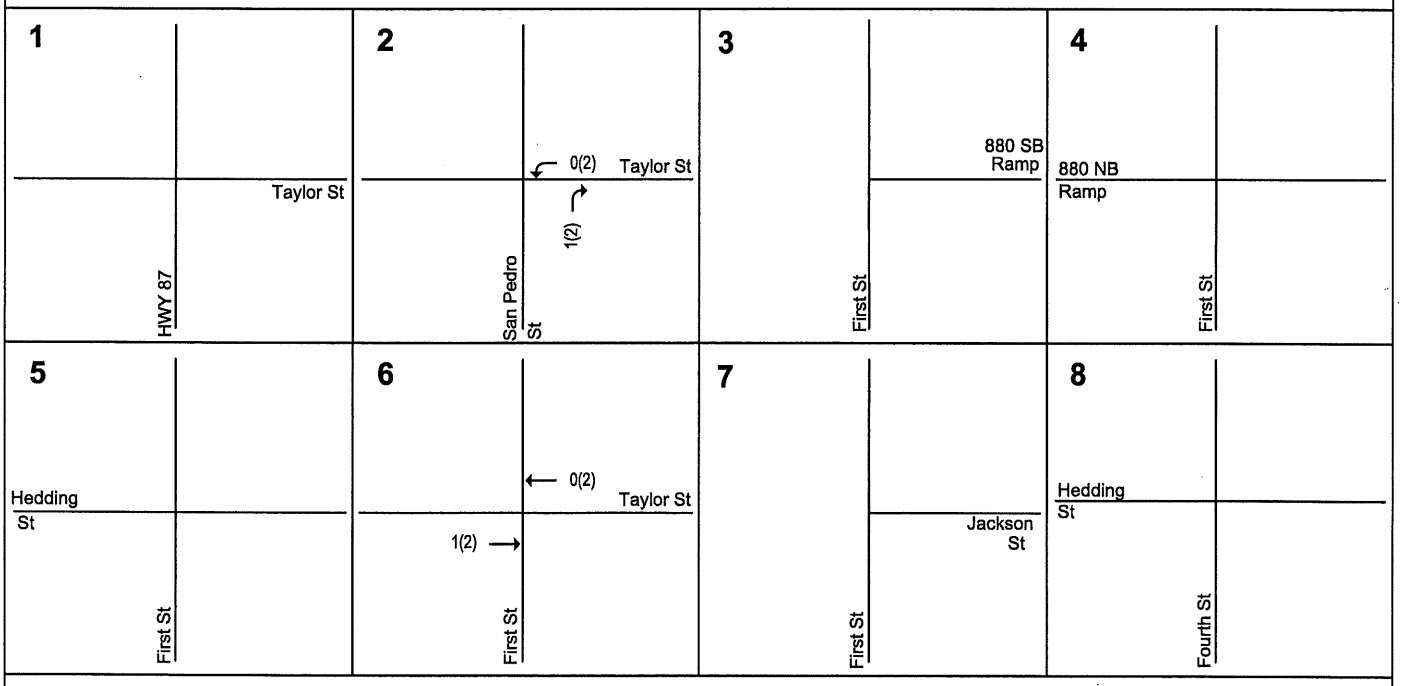

Figure 11

RETAIL SPACE PROJECT TRIP ASSIGNMENT

Hexagon Transportation Consultants, Inc.

Japantown Corp Yard Redevelopment Project

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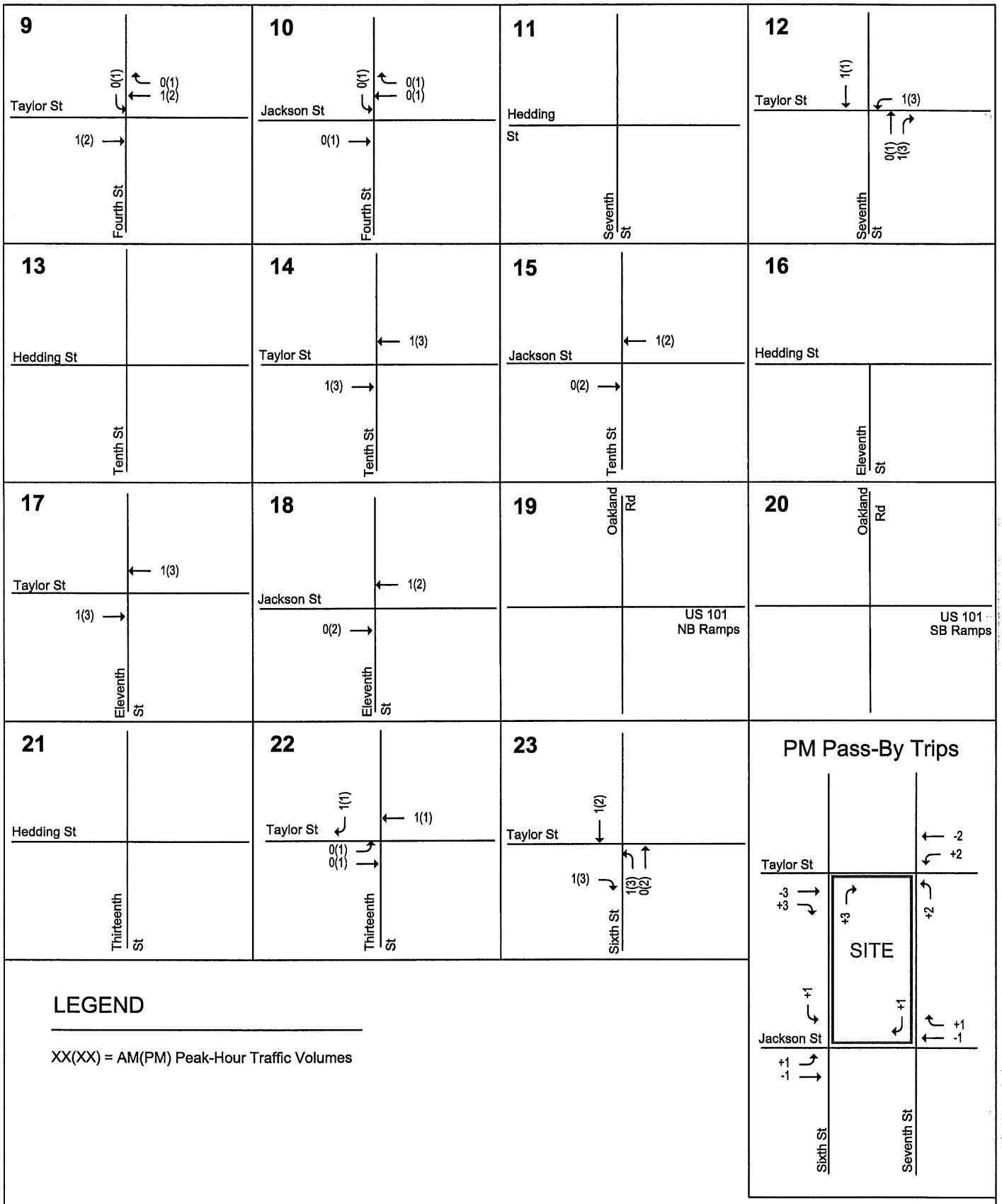

LEGEND

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

Figure 11

RETAIL SPACE PROJECT TRIP ASSIGNMENT

Japantown Corp Yard Redevelopment Project

Hexagon
Transportation Consultants, Inc.

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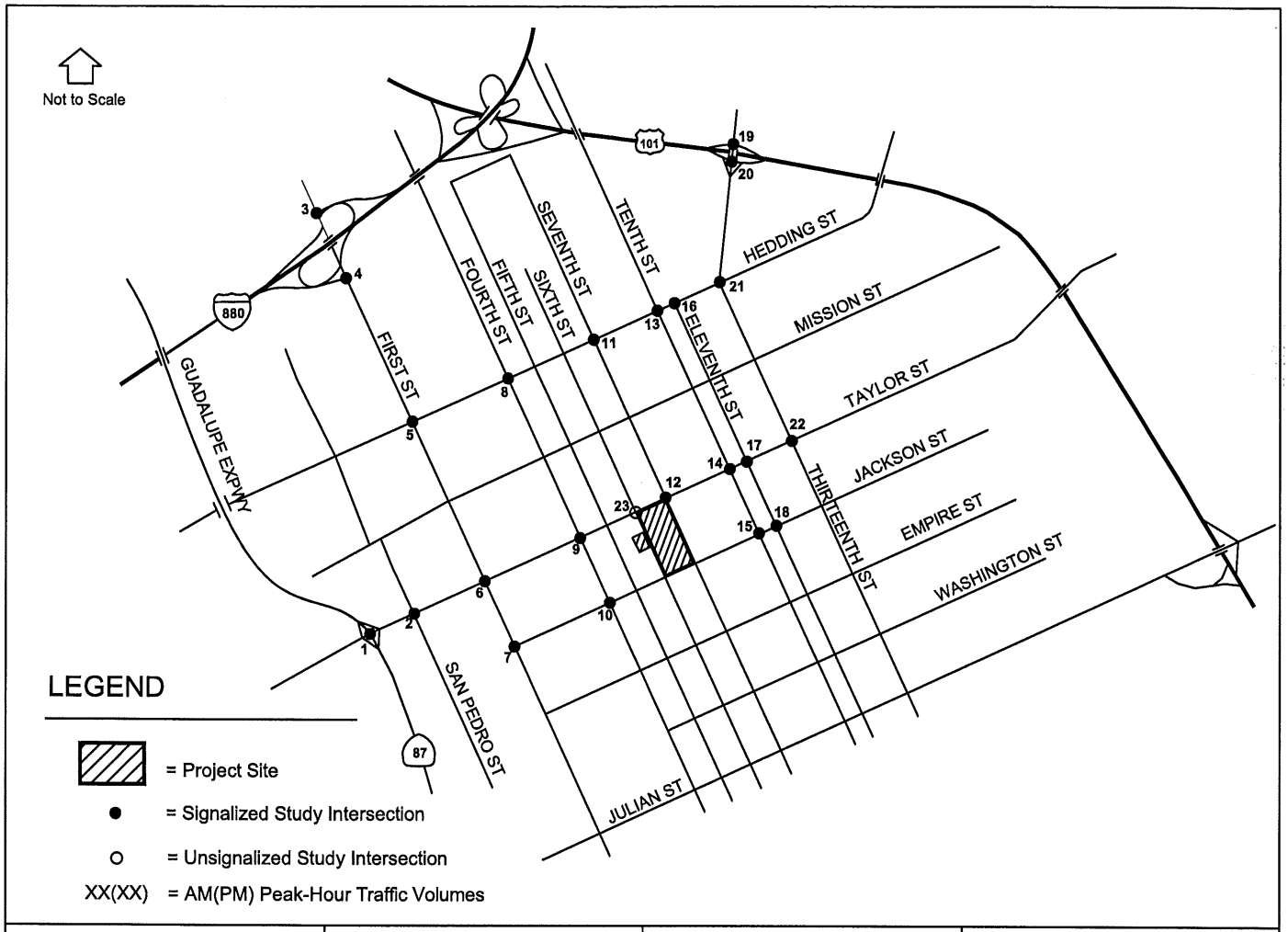

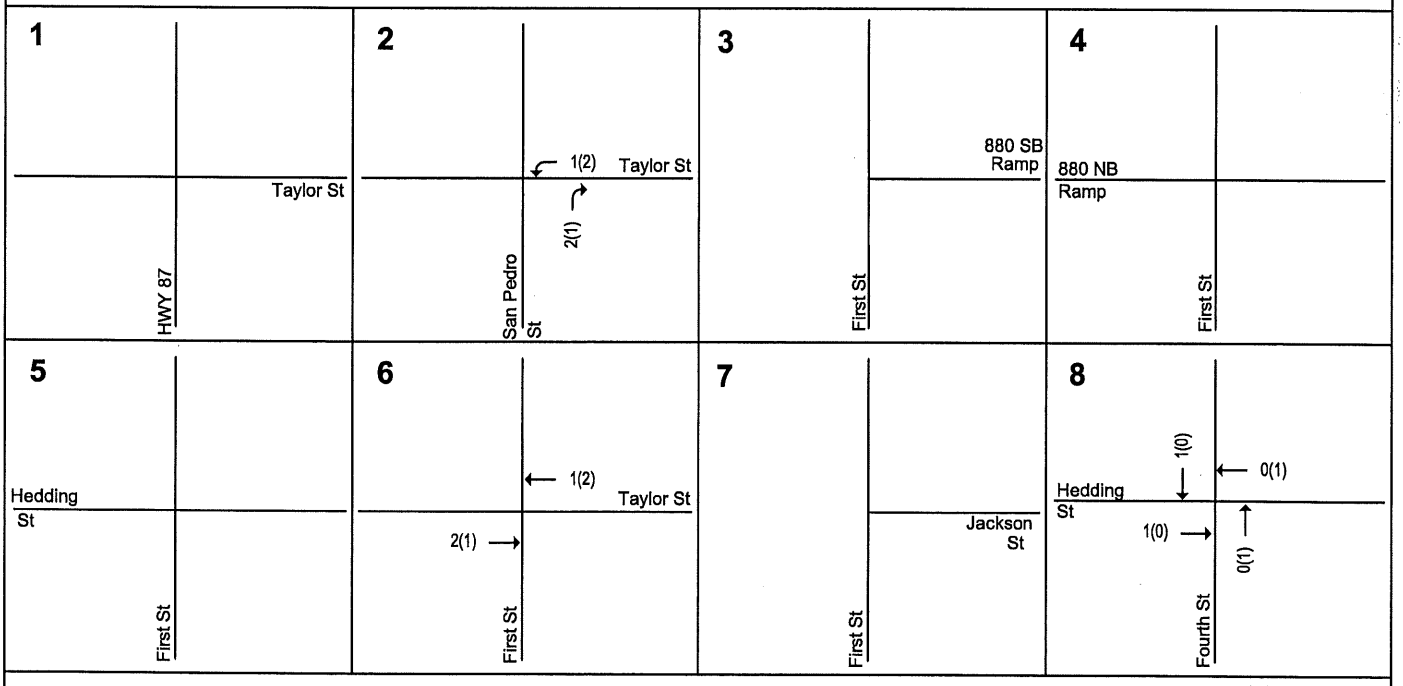

Figure 12

COMMUNITY AMENITY SPACE PROJECT TRIP ASSIGNMENT

Japantown Corp Yard Redevelopment Project

Hexagon Transportation Consultants, Inc.

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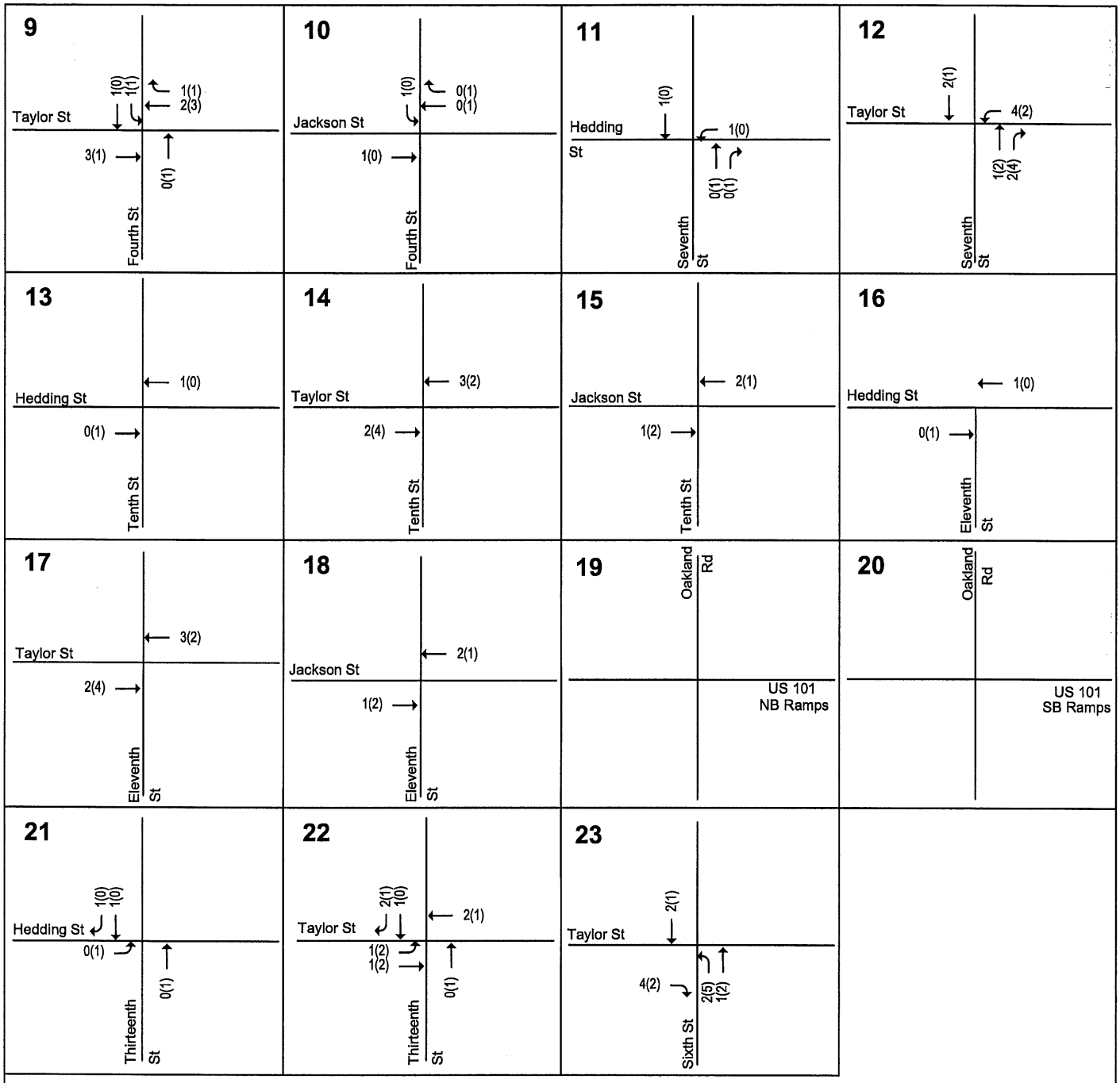

LEGEND

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

Figure 12

COMMUNITY AMENITY SPACE PROJECT TRIP ASSIGNMENT

Japantown Corp Yard Redevelopment Project

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Transportation Consultants, Inc.

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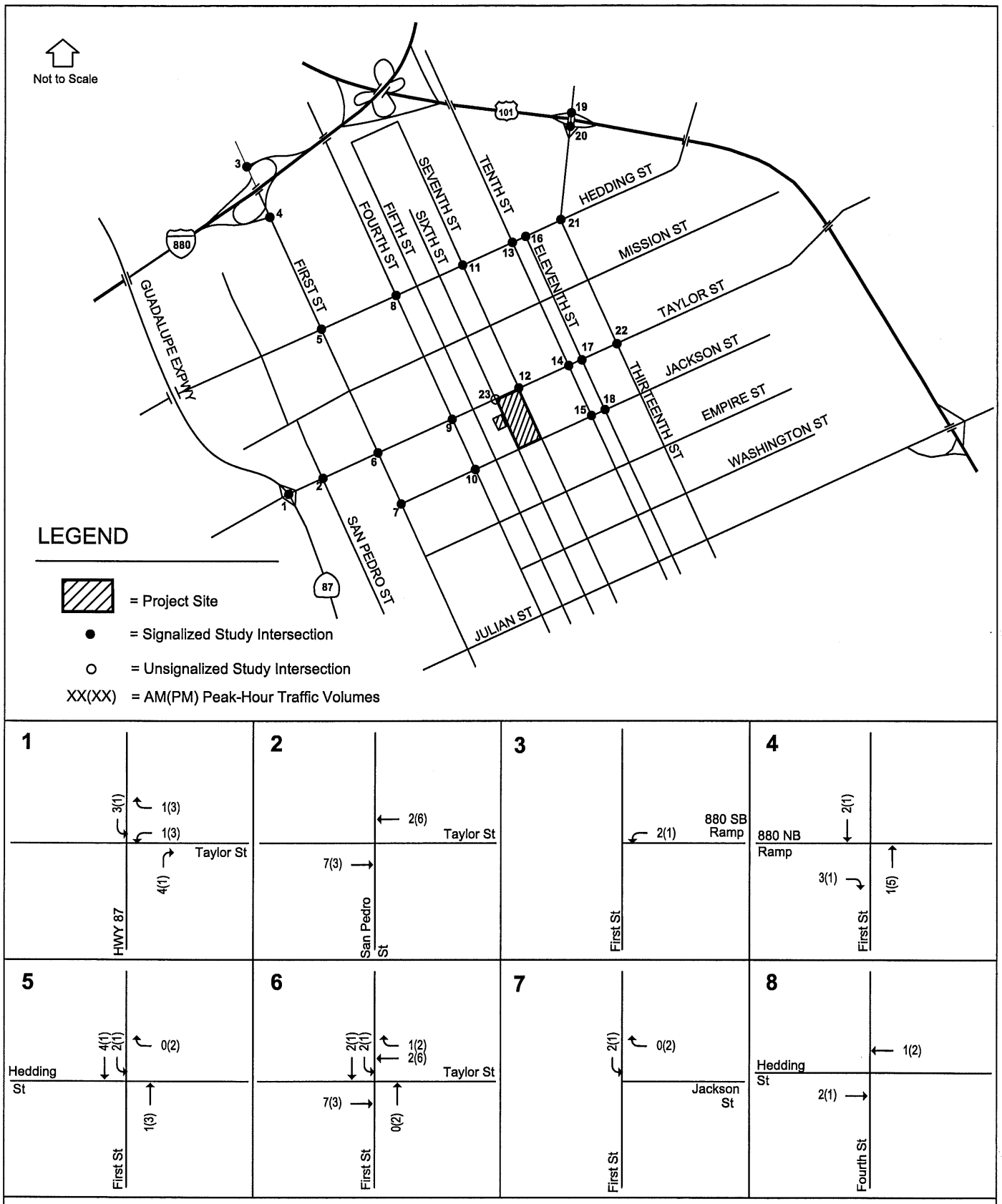

Figure 13

LIVE/WORK UNITS PROJECT TRIP ASSIGNMENT

Japantown Corp Yard Redevelopment Project

Hexagon Transportation Consultants, Inc.

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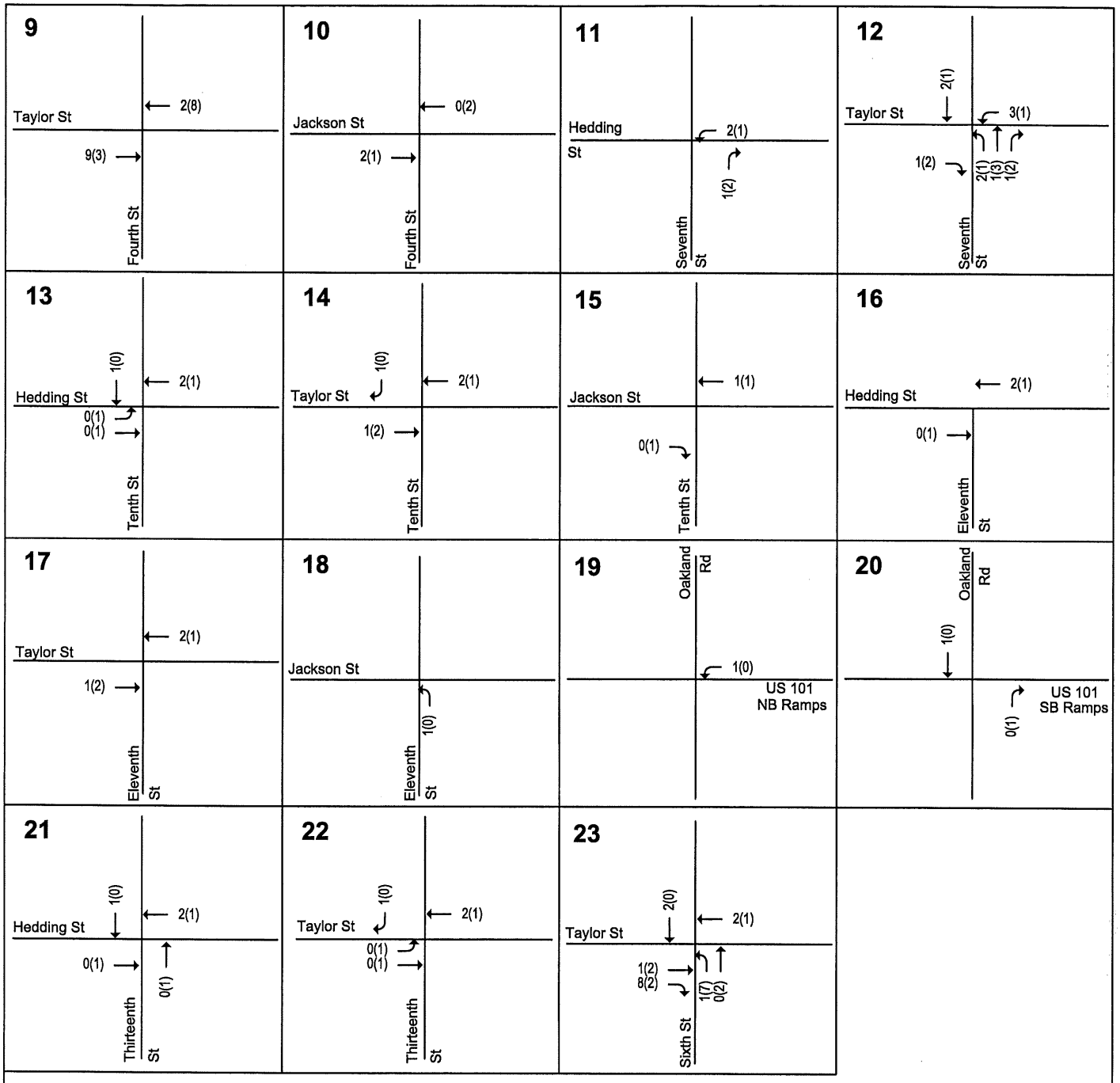

LEGEND

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

Figure 13

LIVE/WORK UNITS PROJECT TRIP ASSIGNMENT

Japantown Corp Yard Redevelopment Project

Hexagon Transportation Consultants, Inc.

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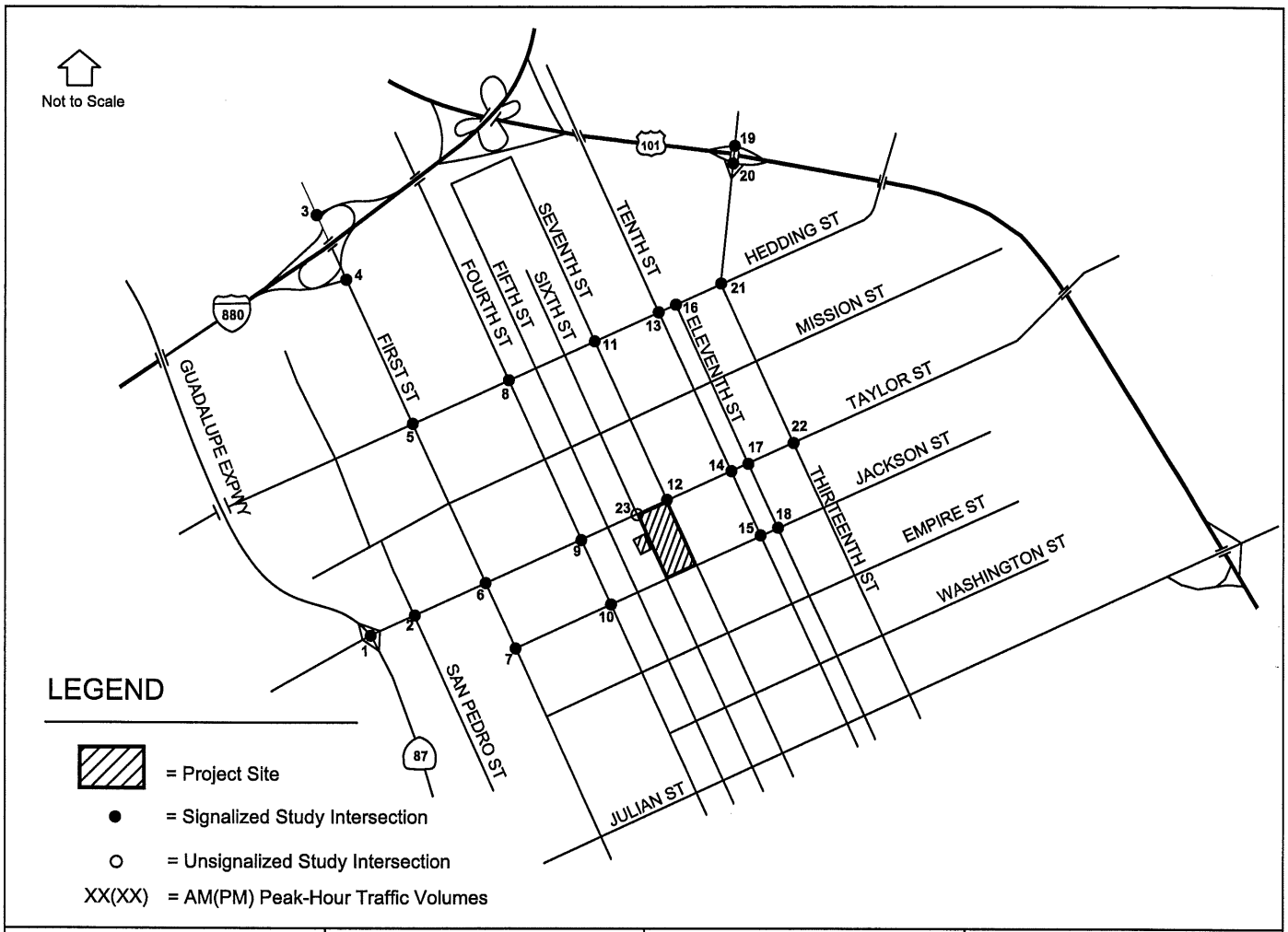

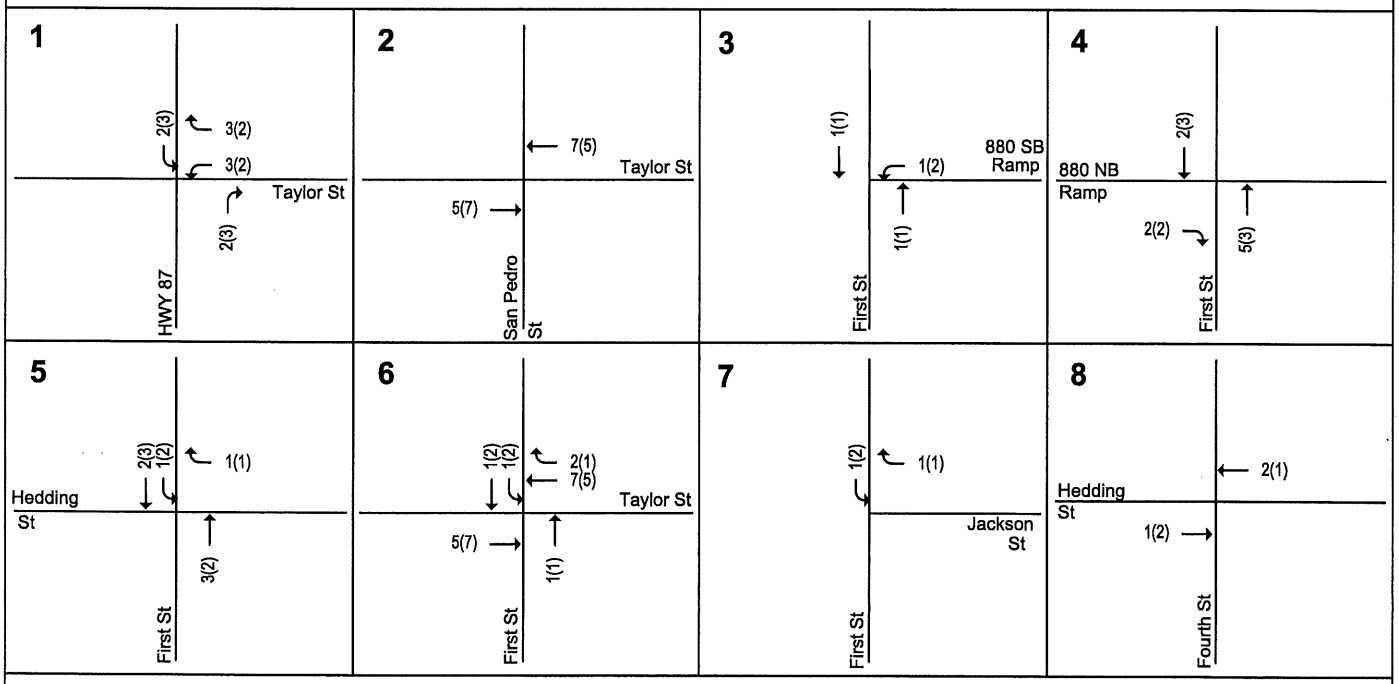

Figure 14

AFFORDABLE SENIOR HOUSING PROJECT TRIP ASSIGNMENT

Japantown Corp Yard Redevelopment Project

Hexagon Transportation Consultants, Inc.

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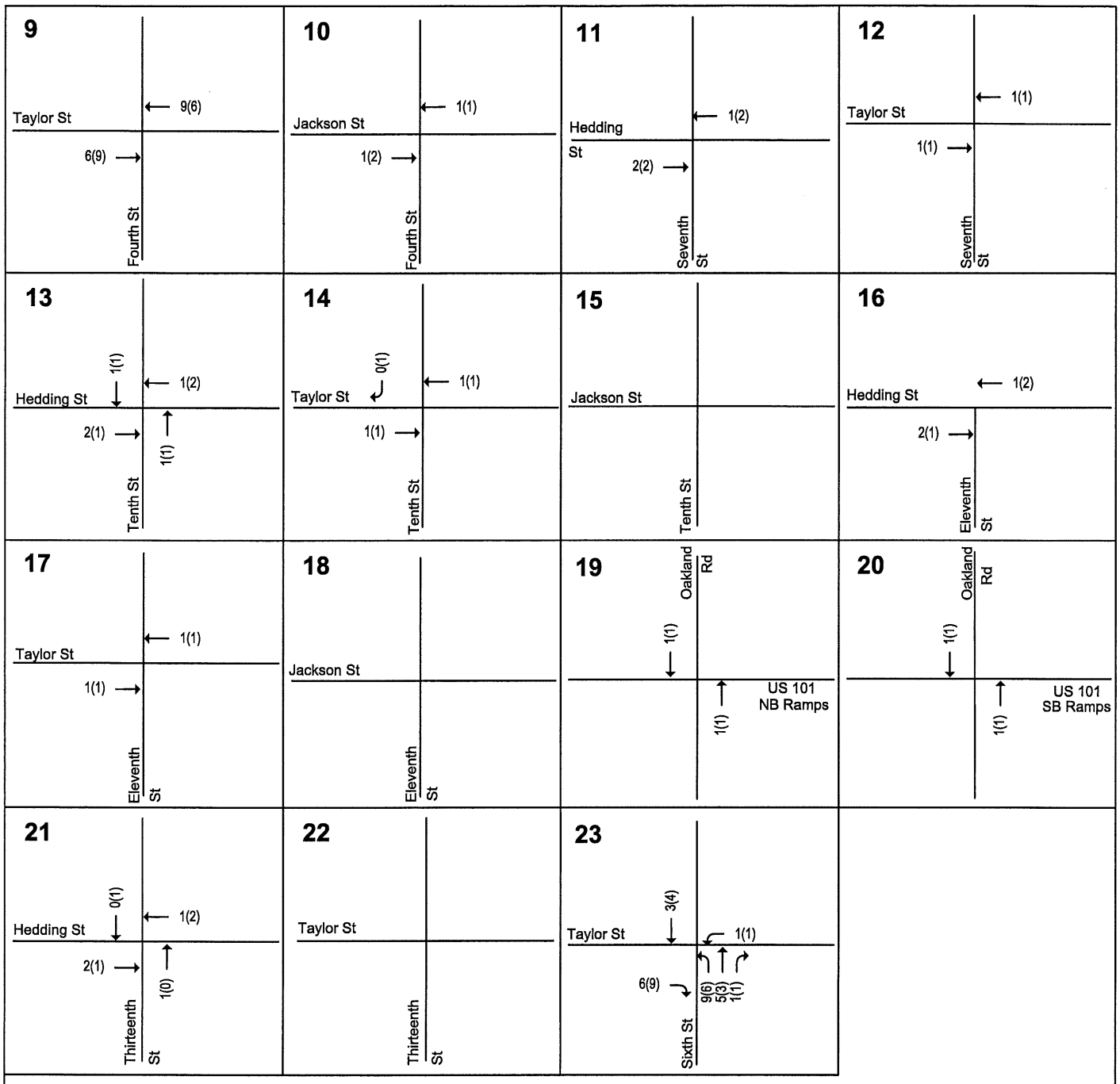


LEGEND

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

Figure 14

AFFORDABLE SENIOR HOUSING PROJECT TRIP ASSIGNMENT

Japantown Corp Yard Redevelopment Project

Hexagon Transportation Consultants, Inc.

JH C:\Projects\Japantown\Fig11.dwg

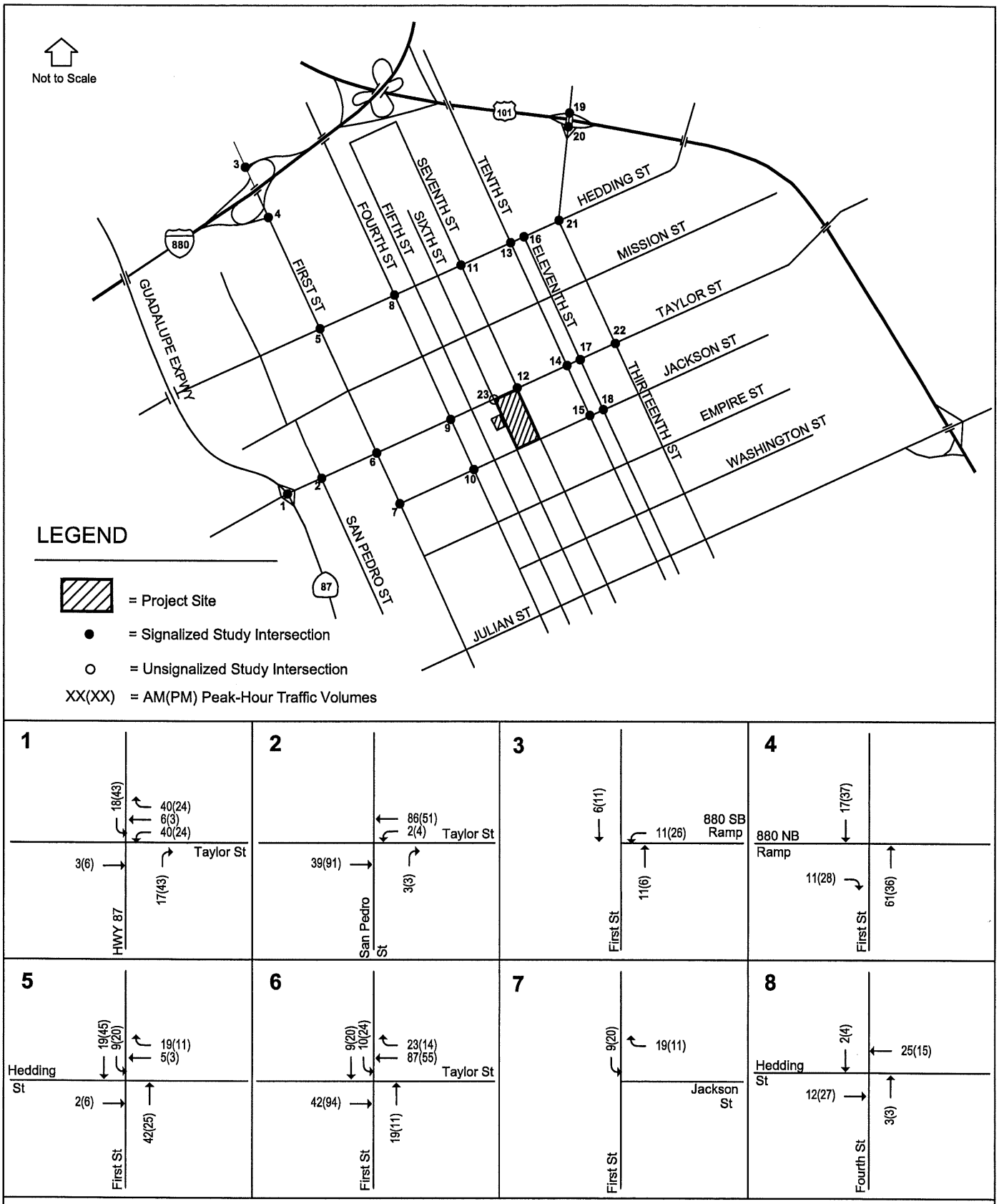


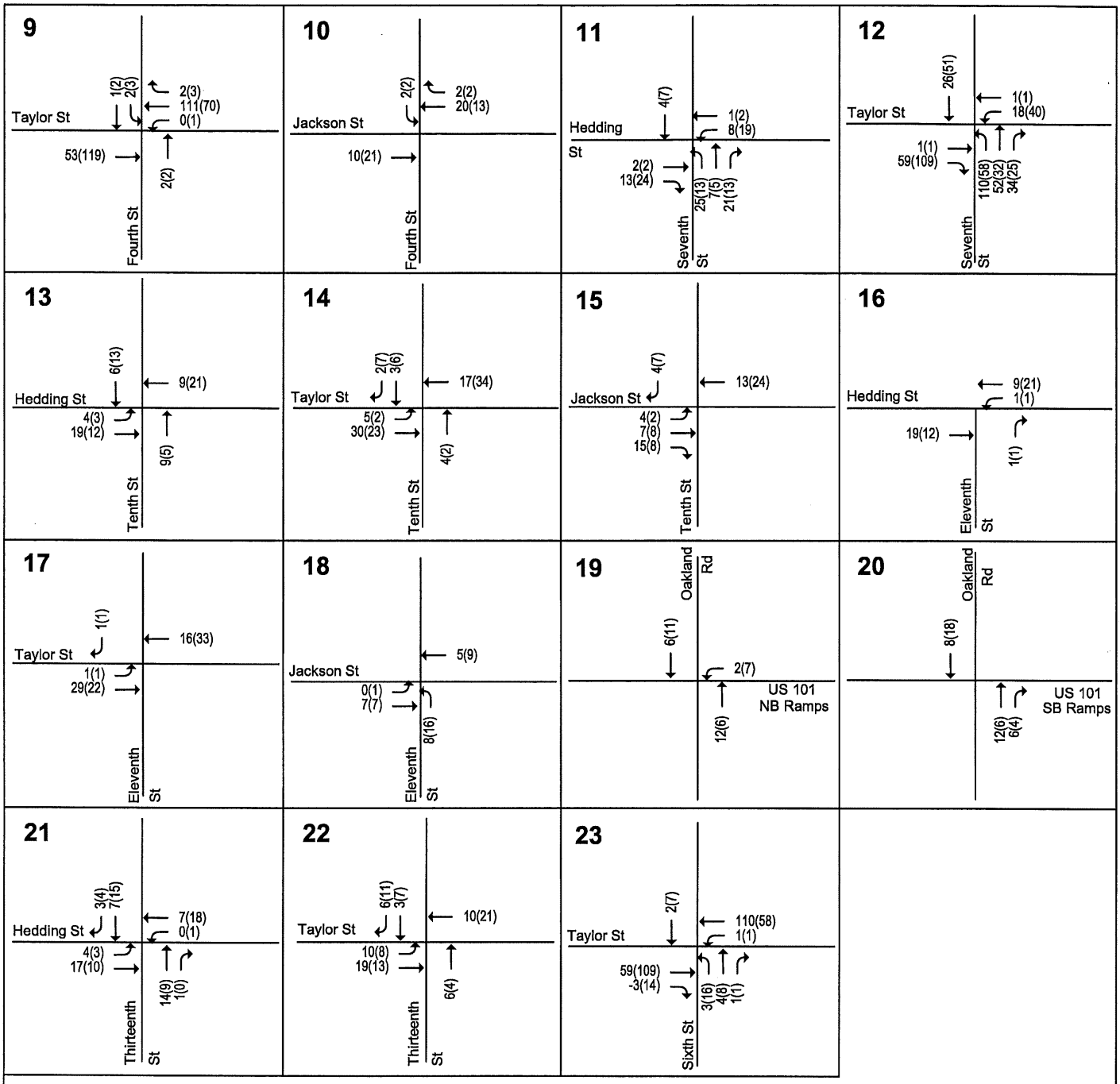
Figure 15

NET PROJECT TRIP ASSIGNMENT

Japantown Corp Yard Redevelopment Project

Hexagon Transportation Consultants, Inc.

JH C:\Projects\Japantown\Fig15.dwg



LEGEND

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

Figure 15

NET PROJECT TRIP ASSIGNMENT

Japantown Corp Yard Redevelopment Project

Hexagon
Transportation Consultants, Inc.

JH C:\Projects\Japantown\Fig15.dwg

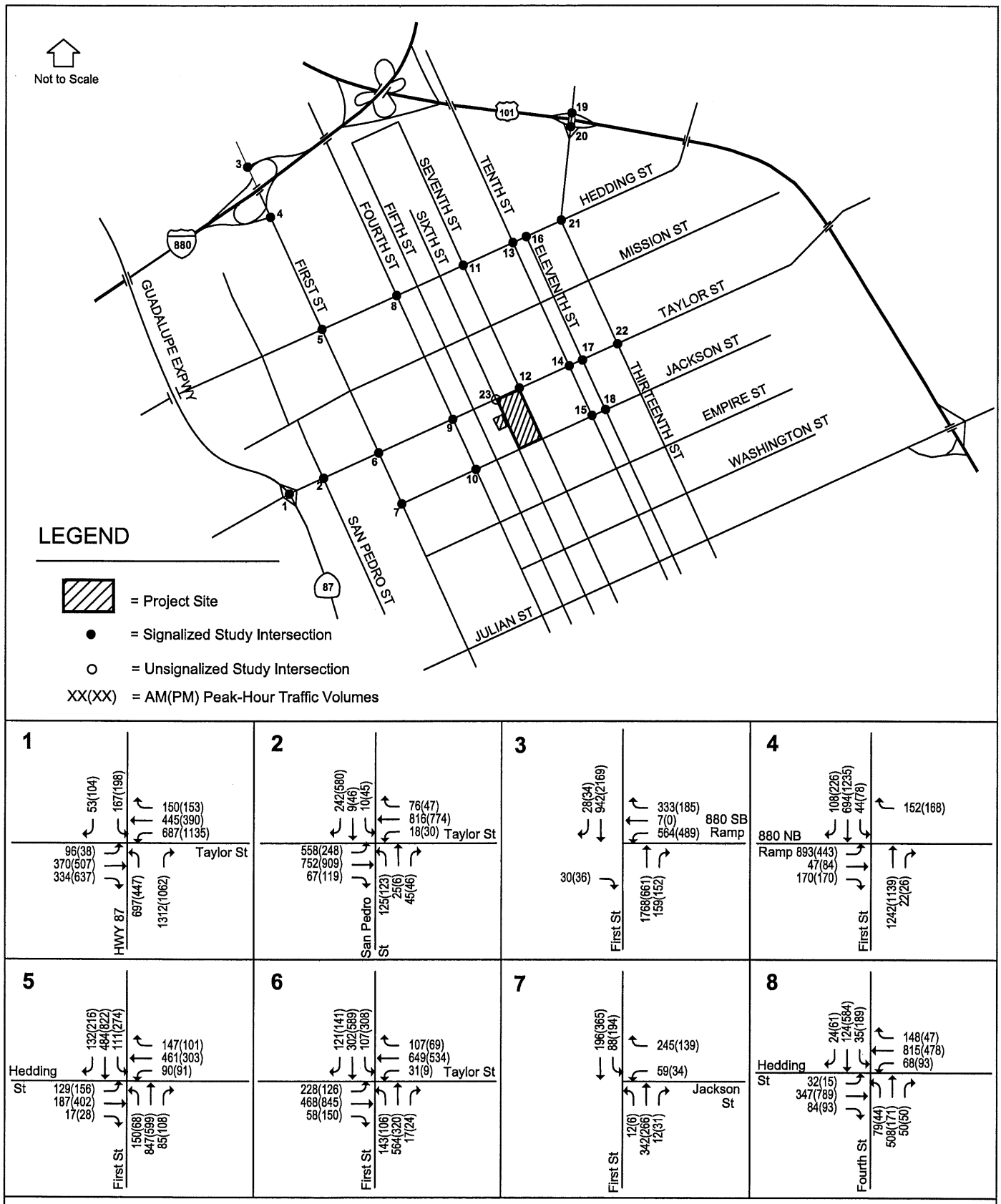


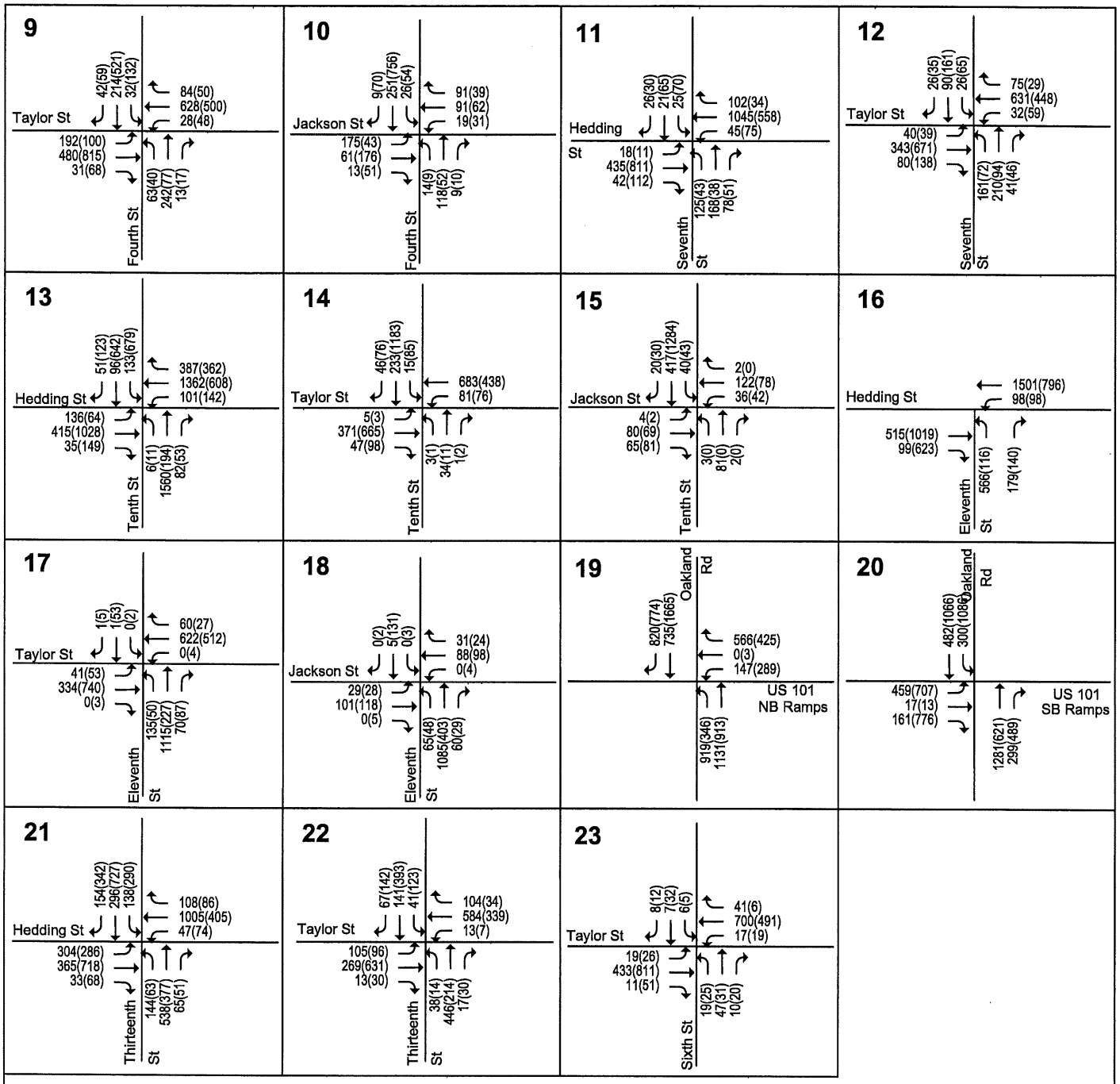
Figure 16

PROJECT TRAFFIC VOLUMES

Japantown Corp Yard Redevelopment Project

Hexagon Transportation Consultants, Inc.

JH C:\Projects\Japantown\Fig16.dwg



LEGEND

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

Figure 16

PROJECT TRAFFIC VOLUMES

Japantown Corp Yard Redevelopment Project

Hexagon
Transportation Consultants, Inc.

JH C:\Projects\Japantown\Fig16.dwg

Project Signalized Intersection Levels of Service

City of San Jose Level of Service Analysis

The results of the level of service analysis under project conditions are summarized in Table 7. The results show that, measured against the City of San Jose level of service standards, the same five signalized study intersections projected to operate at unacceptable levels under background conditions would remain unacceptable under project conditions. When measured against the City of San Jose level of service impact criteria, three protected study intersections would be significantly impacted by the project:

North First Street and Taylor Street (PM peak hour)
North Tenth Street and Hedding Street (AM peak hour)
North Tenth Street and Taylor Street (PM peak hour)

CMP Level of Service Analysis

The level of service results for the CMP intersections under project conditions are summarized in Table 7. The results show that, measured against the CMP level of service standards, the same CMP study intersection projected to operate at an unacceptable LOS F under background conditions would remain unacceptable under project conditions. When measured against the CMP level of service standards, however, the CMP study intersection would not be significantly impacted by the project.

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

Protected Intersection Impacts

North First Street and Taylor Street

The level of service at this intersection would be an unacceptable LOS F during the PM peak hour under background conditions, and the added trips as a result of the project would cause the V/C ratio to increase by 0.066 (more than one-half percent). Based on the City of San Jose level of service impact criteria for protected intersections, this constitutes a significant project impact.

North Tenth Street and Hedding Street

The level of service at this intersection would be an unacceptable LOS E during the AM peak hour under background conditions, and the added trips as a result of the project would cause the V/C ratio to increase by 0.008 (more than one-half percent). Based on the City of San Jose level of service impact criteria for protected intersections, this constitutes a significant project impact.

North Tenth Street and Taylor Street

The level of service at this intersection would be an unacceptable LOS E during the PM peak hour under background conditions, and the added trips as a result of the project would cause the V/C ratio to increase by 0.017 (more than one-half percent). Based on the City of San Jose level of service impact criteria for protected intersections, this constitutes a significant project impact.

Table 7
Project Intersection Levels of Service

Study Number	Intersection	Peak Hour	Background Avg. Delay	Background LOS	Project Avg. Delay	Project LOS	Increases Crit.Delay	Increases Crit.V/C
1	SR 87 and Taylor St *	AM	27.7	C	28.3	C	1.4	0.016
		PM	33.5	C	34.3	C	1.2	0.011
2	San Pedro St and Taylor St	AM	31.8	C	31.8	C	-0.1	0.025
		PM	35.2	D	35.0	C	0.5	0.029
3	N First St and I-880 SB Ramps *	AM	27.4	C	27.9	C	0.8	0.007
		PM	19.3	B	19.8	B	0.5	0.010
4	N First St and I-880 NB Ramps *	AM	23.2	C	23.4	C	0.3	0.018
		PM	17.4	B	17.4	B	0.0	0.011
5	N First St and Hedding St	AM	35.4	D	35.6	D	0.5	0.025
		PM	35.3	D	35.4	D	0.4	0.024
6	N First St and Taylor St (P)	AM	51.9	D	54.0	D	2.8	0.051
		PM	82.2	F	**100.7**	**F**	**16.2**	**0.066**
7	N First St and Jackson St	AM	23.8	C	23.8	C	0.2	0.005
		PM	21.7	C	21.7	C	0.1	0.012
8	N Fourth St and Hedding St (P)	AM	34.7	C	34.5	C	0.0	0.008
		PM	39.5	D	39.4	D	0.0	0.009
9	N Fourth St and Taylor St	AM	32.3	C	31.8	C	-0.6	0.065
		PM	33.8	C	34.1	C	1.3	0.069
10	N Fourth St and Jackson St (P)	AM	25.4	C	25.9	C	0.8	0.013
		PM	31.0	C	33.0	C	2.3	0.022
11	N Seventh St and Hedding St	AM	13.4	B	14.6	B	1.3	0.021
		PM	9.5	A	10.1	B	0.2	0.012
12	N Seventh St and Taylor St	AM	8.5	A	11.4	B	3.7	0.100
		PM	7.7	A	9.2	A	1.5	0.032
13	N Tenth St and Hedding St (P)	AM	60.3	E	**61.9**	**E**	**2.4**	**0.008**
		PM	39.9	D	40.3	D	0.5	0.005
14	N Tenth St and Taylor St (P)	AM	13.9	B	14.2	B	-7.6	-0.105
		PM	57.9	E	**62.2**	**E**	**5.7**	**0.017**
15	N Tenth St and Jackson St	AM	10.1	B	10.7	B	0.4	0.011
		PM	37.0	D	38.2	D	1.4	0.018
16	N Eleventh St and Hedding St	AM	25.8	C	25.8	C	0.1	0.003
		PM	10.8	B	10.8	B	0.0	0.004
17	N Eleventh St and Taylor St (P)	AM	29.0	C	31.1	C	2.5	0.018
		PM	15.3	B	15.3	B	-6.3	-0.084
18	N Eleventh St and Jackson St	AM	17.6	B	18.2	B	0.7	0.009
		PM	9.6	A	9.8	A	0.2	0.015
19	Oakland Rd and US 101 NB Ramps *	AM	139.0	F	138.5	F	0.0	0.000
		PM	41.9	D	42.2	D	0.8	0.003
20	Oakland Rd and US 101 SB Ramps *	AM	23.8	C	23.7	C	0.0	0.003
		PM	76.4	E	76.7	E	1.1	0.003
21	N Thirteenth St and Hedding St	AM	45.3	D	45.4	D	0.3	0.008
		PM	42.1	D	42.2	D	0.1	0.006
22	N Thirteenth St and Taylor St	AM	14.2	B	14.3	B	0.3	0.010
		PM	14.7	B	15.1	B	0.6	0.019

Notes:
* Denotes a CMP intersection.
(P) Denotes a City of San Jose Protected Intersection.
BOLD with outline indicates a significant project impact.

Protected Intersection Requirements

The study intersections of North First Street/Taylor Street, North Tenth Street/Hedding Street, and North Tenth Street/ Taylor Street have been identified as City of San Jose Protected Intersections. The LOS Policy specifies that Protected Intersections consist of locations that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect upon other transportation facilities (such as pedestrian, bicycle, and transit systems). Protected Intersections are therefore not required to maintain a Level of Service D, which is the City of San Jose standard.

If a development project has significant traffic impacts at a designated Protected Intersection, the project may be approved if offsetting Transportation System Improvements are provided. These improvements are not considered "mitigation" as defined by CEQA. Instead, they are overriding considerations for a significant unavoidable traffic impact. The offsetting improvements are intended to provide other transportation benefits for the community adjacent to the traffic impact. The improvements may include enhancements to pedestrian, bicycle, and transit facilities, as well as neighborhood traffic calming measures and roadway improvements.

The specific improvements proposed can be identified prior to project approval. The City will identify the specific improvements prior to project approval. Priority is given to improvements identified in previously adopted plans such as area-wide specific or master plans, redevelopment plans, or plans prepared through the Strong Neighborhoods Initiative. Community outreach should occur in conjunction with the project review and approval process. Specific improvements can be finalized during the subsequent planning permit stages and can be described in the Final EIR.

The LOS Policy has established a fee equal to $2,000 per net peak hour project trip for one intersection impact and $3,000 per net peak hour project trip for multiple intersection impacts to fund alternative transportation improvements. For the purpose of determining the Protected Intersection LOS impact fee, net peak hour project trips are defined as the total number of peak hour trips generated by the project during the highest peak hour period after all appropriate trip credits have been applied. The values of the improvements will be equal to the established fees. Since the project impacts three protected intersections, the estimated project cost is $3,000 times 509 PM peak hour trips, plus a 3.5 percent annual cost escalation adjustment.

In order to finalize the offsetting improvements to be constructed by this project a community meeting should be held to determine the selection of improvements agreed upon by the community. The developer will then submit improvement plans to the City of San Jose, Department of Public Works for review and approval.

Estimated Project Cost: $1,527,000 ($3,000 x 509 PM peak hour trips)

Project Contribution to Significant Intersection Impacts

As previously discussed, the project involves redeveloping two separate sites: the Corporation Yard site and an adjacent vacant parking lot on North Sixth Street. The peak hour traffic generated by each site was evaluated to determine the contribution of each site to the significant intersection impacts. Based on the number of net peak hour trips that each site would generate, 93 percent of the net peak hour trips would be attributable to redeveloping the Corporation Yard site with the proposed mixed uses, while the remaining 7 percent of the net peak hour trips would be attributable to redeveloping the parking lot on North Sixth Street with affordable senior housing units.

Project Freeway Segment Level of Service Analysis

The results of the CMP freeway level of service analysis are summarized in Table 8. Traffic volumes on the study freeway segments under project conditions were estimated by adding project trips to the existing volumes obtained from the 2005 CMP Annual Monitoring Report. The results of the CMP freeway analysis initially show that the project would cause the level of service on the following directional freeway segment to degrade from an acceptable LOS E under existing conditions to an unacceptable LOS F: I-880, northbound between US 101 and Brokaw Road during the AM peak hour. However, the monitoring report does not take into account the City's planned HOV lane project on I-880 that includes this study segment. The I-880 HOV lane project, which extends from Old Bayshore Highway in San Jose to Route 237 in Milpitas, will add 4.3 miles of HOV lanes in both the northbound and southbound directions. The improvement from a 6-lane to an 8-lane facility will mainly consist of outside widening and includes modifications of various existing on and off-ramps within the project limits. This improvement project is considered fully funded and, therefore, should be considered a background condition when determining capacity of this freeway segment. The freeway data obtained from the 2005 Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study did not include the improvements associated with the I-880 HOV lane project. With the planned improvements in place, the level of service of this freeway segment would improve and the project would not result in a significant freeway impact.

Table 8
Project Freeway Segment Levels of Service

					Existing Plus Project Trips												Project Trips					
					Mixed-Flow						HOV Lane							Mixed-Flow		HOV Lane		
Freeway	Segment		Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity	Impact?
SR 87	I-280	to Julian St	NB	AM	28	2	4,400	3,764	67.2	F	--	--	--	--	--	--	17	14	0.3%	3	--	*NO*
				PM	67	2	4,400	2,046	15.3	B	--	--	--	--	--	--	43	36	0.8%	7	--	*NO*
SR 87	Julian St	to Coleman Ave	NB	AM	65	2	4,400	3,914	30.1	D	--	--	--	--	--	--	17	14	0.3%	3	--	*NO*
				PM	66	2	4,400	2,546	19.3	C	--	--	--	--	--	--	43	36	0.8%	7	--	*NO*
SR 87	Coleman St	to Taylor St	NB	AM	57	2	4,400	4,464	39.2	D	67	1	1,800	943	14.1	B	17	14	0.3%	3	0.2%	*NO*
				PM	67	2	4,400	1,776	13.3	B	67	1	1,800	277	4.1	A	43	36	0.8%	7	0.4%	*NO*
SR 87	Taylor St	to Skyport Dr	NB	AM	66	2	4,400	3,333	25.3	C	67	1	1,800	677	10.1	A	40	33	0.8%	7	0.4%	*NO*
				PM	67	2	4,400	1,630	12.2	B	67	1	1,800	74	1.1	A	24	20	0.5%	4	0.2%	*NO*
SR 87	Skyport Dr	to US 101	NB	AM	66	2	4,400	3,333	25.3	C	66	1	1,800	1,327	20.1	C	40	33	0.8%	7	0.4%	*NO*
				PM	67	2	4,400	2,160	16.1	B	67	1	1,800	74	1.1	A	24	20	0.5%	4	0.2%	*NO*
SR 87	US 101	to Skyport Dr	SB	AM	66	2	4,400	2,655	20.1	C	--	--	--	--	--	--	18	15	0.3%	3	--	*NO*
				PM	64	2	4,400	4,256	33.2	D	--	--	--	--	--	--	43	36	0.8%	7	--	*NO*
SR 87	Skyport Dr	to Taylor St	SB	AM	67	2	4,400	1,485	11.1	B	--	--	--	--	--	--	18	15	0.3%	3	--	*NO*
				PM	62	2	4,400	4,376	35.3	D	--	--	--	--	--	--	43	36	0.8%	7	--	*NO*
SR 87	Taylor St	to Coleman St	SB	AM	67	2	4,400	1,773	13.2	B	--	--	--	--	--	--	40	33	0.8%	7	--	*NO*
				PM	27	2	4,400	3,690	68.3	F	--	--	--	--	--	--	24	20	0.5%	4	--	*NO*
SR 87	Coleman Ave	to Julian St	SB	AM	66	2	4,400	3,333	25.3	C	--	--	--	--	--	--	40	33	0.8%	7	--	*NO*
				PM	28	2	4,400	3,770	67.3	F	--	--	--	--	--	--	24	20	0.5%	4	--	*NO*
SR 87	Julian St	to I-280	SB	AM	67	2	4,400	1,373	10.2	A	--	--	--	--	--	--	40	33	0.8%	7	--	*NO*
				PM	19	2	4,400	3,290	86.6	F	--	--	--	--	--	--	24	20	0.5%	4	--	*NO*
US 101	Santa Clara St	to McKee Rd	NB	AM	14	3	6,900	4,203	100.1	F	27	1	1,800	1,861	68.9	F	4	3	0.0%	1	0.0%	*NO*
				PM	66	3	6,900	4,172	21.1	C	66	1	1,800	1,652	25.0	C	14	12	0.2%	2	0.1%	*NO*
US 101	McKee Rd	to Oakland Rd	NB	AM	20	3	6,900	4,982	83.0	F	33	1	1,800	1,980	60.0	F	2	2	0.0%	0	0.0%	*NO*
				PM	66	3	6,900	5,546	28.0	D	67	1	1,800	871	13.0	B	7	6	0.1%	1	0.1%	*NO*
US 101	Oakland Rd	to I-880	NB	AM	13	3	6,900	4,060	104.1	F	36	1	1,800	2,020	56.1	E	0	0	0.0%	0	0.0%	*NO*
				PM	66	3	6,900	4,160	21.0	C	67	1	1,800	540	8.1	A	0	0	0.0%	0	0.0%	*NO*
US 101	I-880	to Old Bayshore	NB	AM	12	3	6,900	3,890	108.1	F	19	1	1,800	1,630	85.8	F	0	0	0.0%	0	0.0%	*NO*
				PM	67	3	6,900	3,420	17.0	B	67	1	1,800	540	8.1	A	0	0	0.0%	0	0.0%	*NO*
US 101	Old Bayshore	to N. First St	NB	AM	13	3	6,900	4,020	103.1	F	11	1	1,800	1,230	111.8	F	0	0	0.0%	0	0.0%	*NO*
				PM	66	3	6,900	4,550	23.0	C	66	1	1,800	1,450	22.0	C	0	0	0.0%	0	0.0%	*NO*
US 101	N. First St	to Guadalupe Pkwy	NB	AM	22	3	6,900	5,210	78.9	F	17	1	1,800	1,530	90.0	F	0	0	0.0%	0	0.0%	*NO*
				PM	66	3	6,900	5,150	26.0	D	67	1	1,800	470	7.0	A	0	0	0.0%	0	0.0%	*NO*
US 101	Guadalupe Pkwy	to N. First St	SB	AM	67	3	6,900	3,620	18.0	C	67	1	1,800	470	7.0	A	0	0	0.0%	0	0.0%	*NO*
				PM	16	3	6,900	4,420	92.1	F	51	1	1,800	2,190	42.9	D	0	0	0.0%	0	0.0%	*NO*
US 101	N. First St	to Old Bayshore	SB	AM	67	3	6,900	3,220	16.0	B	67	1	1,800	940	14.0	B	0	0	0.0%	0	0.0%	*NO*
				PM	12	3	6,900	3,920	108.9	F	42	1	1,800	2,100	50.0	E	0	0	0.0%	0	0.0%	*NO*
US 101	Old Bayshore	to I-880	SB	AM	67	3	6,900	3,220	16.0	B	67	1	1,800	400	6.0	A	0	0	0.0%	0	0.0%	*NO*
				PM	13	3	6,900	4,100	105.1	F	32	1	1,800	1,980	61.9	F	0	0	0.0%	0	0.0%	*NO*
US 101	I-880	to Oakland Rd	SB	AM	66	3	6,900	4,550	23.0	C	67	1	1,800	540	8.1	A	0	0	0.0%	0	0.0%	*NO*
				PM	13	3	6,900	4,060	104.1	F	43	1	1,800	2,110	49.1	E	0	0	0.0%	0	0.0%	*NO*
US 101	Oakland Rd	to McKee Rd	SB	AM	66	3	6,900	4,165	21.0	C	67	1	1,800	401	6.0	A	6	5	0.1%	1	0.1%	*NO*
				PM	28	3	6,900	5,633	67.1	F	65	1	1,800	2,021	31.1	D	4	3	0.0%	1	0.0%	*NO*
US 101	McKee Rd	to Santa Clara St	SB	AM	66	3	6,900	4,560	23.0	C	67	1	1,800	472	7.0	A	12	10	0.1%	2	0.1%	*NO*
				PM	32	3	6,900	5,867	61.1	F	64	1	1,800	2,111	33.0	D	8	7	0.1%	1	0.1%	*NO*
I-880	Coleman Ave	to SR 87	NB	AM	37	3	6,900	6,119	55.1	E	--	--	--	--	--	--	11	9	0.1%	2	--	*NO*
				PM	59	3	6,900	6,573	37.1	D	--	--	--	--	--	--	28	23	0.3%	5	--	*NO*
I-880	SR 87	to N. 1st St	NB	AM	61	3	6,900	6,599	36.1	D	--	--	--	--	--	--	11	9	0.1%	2	--	*NO*
				PM	59	3	6,900	6,573	37.1	D	--	--	--	--	--	--	28	23	0.3%	5	--	*NO*
I-880	N. 1st St	to US 101	NB	AM	50	3	6,900	6,620	44.1	D	--	--	--	--	--	--	24	20	0.3%	4	--	*NO*
				PM	61	3	6,900	6,602	36.1	D	--	--	--	--	--	--	14	12	0.2%	2	--	*NO*
I-880	US 101	to E. Brokaw Rd	NB	AM	35	3	6,900	6,123	**58.3**	**F**	--	--	--	--	--	--	40	33	0.5%	7	--	***/b/***
				PM	66	3	6,900	5,170	26.1	D	--	--	--	--	--	--	24	20	0.3%	4	--	*NO*
I-880	E. Brokaw Rd	to US 101	SB	AM	66	3	6,900	4,965	25.1	C	--	--	--	--	--	--	18	15	0.2%	3	--	*NO*
				PM	26	3	6,900	5,576	71.5	F	--	--	--	--	--	--	43	36	0.5%	7	--	*NO*
I-880	US 101	to N. 1st St	SB	AM	58	3	6,900	6,619	38.0	D	--	--	--	--	--	--	11	9	0.1%	2	--	*NO*
				PM	8	3	6,900	3,092	128.8	F	--	--	--	--	--	--	26	22	0.3%	4	--	*NO*
I-880	N. 1st St	to SR 87	SB	AM	55	3	6,900	6,622	40.1	D	--	--	--	--	--	--	26	22	0.3%	4	--	*NO*
				PM	19	3	6,900	4,863	85.3	F	--	--	--	--	--	--	16	13	0.2%	3	--	*NO*
I-880	SR 87	to Coleman Ave	SB	AM	58	3	6,900	6,632	38.1	D	--	--	--	--	--	--	26	22	0.3%	4	--	*NO*
				PM	26	3	6,900	5,553	71.2	F	--	--	--	--	--	--	16	13	0.2%	3	--	*NO*

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2005.
/b/ HOV lanes are planned on I-880 in both the northbound and southbound directions between Old Bayshore Highway and Route 237. With these background improvements, this freeway segment would not be significantly impacted.

5.
Other Transportation Issues

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

- Operations analysis of left-turn vehicle queuing storage
- Unsignalized Intersection Analysis
- Parking Supply
- Potential impacts to bike, pedestrian and transit facilities
- Implementation of the US 101/Oakland/Mabury Transportation Development Policy (TDP)

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

Operations Analysis

The operations analysis is based on vehicle queuing for high-demand turning-movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = Average number 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 per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available

storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at intersections. The TRAFFIX queue estimates and a tabulated summary of the findings for the AM and PM peak hours are provided in Tables 9 and 10, respectively.

Vehicle Queuing and Storage Capacity at Intersections

The analysis indicated that the estimated maximum vehicle queues for three of the high-demand intersection turning-movements would exceed the existing vehicle storage capacity under project conditions. Each of the identified deficient left-turn movements also would be deficient under background conditions, and these vehicle storage inadequacies are not considered significant project impacts. The following intersections would have inadequate storage capacity under project conditions:

SR 87 and Taylor Street – Westbound left-turn movement (PM)
North First Street and Hedding Street – Southbound left-turn movement (AM and PM)
North First Street and Taylor Street – Southbound left-turn movement (PM)

SR 87 and Taylor Street

The estimated maximum vehicle queues for the westbound left-turn movement would exceed the existing vehicle storage capacity of 475 feet per lane during the PM peak hour under both background and project conditions. The queuing analysis revealed that during the PM peak hour under project conditions the westbound left-turn vehicle queue would require a maximum of 525 feet of vehicle storage per lane. Thus, an additional 50 feet per lane of westbound left-turn vehicle storage would be needed at this intersection. Lengthening the westbound left-turn pocket is not possible since it already extends to the adjacent San Pedro Street/Taylor Street intersection.

North First Street and Hedding Street

The estimated maximum vehicle queues for the southbound left-turn movement at the intersection of North First Street and Hedding Street would exceed the existing vehicle storage capacity of 150 feet during the AM and PM peak hours under both background and project conditions. The vehicle storage inadequacy would be worst during the PM peak hour. The queuing analysis revealed that during the PM peak hour under project conditions the southbound left-turn vehicle queue would require a maximum of 350 feet of vehicle storage. Thus, an additional 200 feet of southbound left-turn vehicle storage would be needed at this intersection. Extending the southbound left-turn pocket would require removal of the existing raised median adjacent to the existing LRT line, including some trees, and re-striping. Since the existing LRT line runs through this intersection, and because improvements to this intersection would require significant modifications that could disrupt LRT service and would require removal of some large trees, the City most likely would not request that the project make any improvements to this intersection.

North First Street and Taylor Street

The estimated maximum vehicle queue for the southbound left-turn movement at the intersection of North First Street and Taylor Street would exceed the existing vehicle storage capacity of 225 feet during the PM peak hour under both background and project conditions. The queuing analysis revealed that during the PM peak hour under project conditions the southbound left-turn vehicle queue would require a maximum of 475 feet of vehicle storage. Thus, an additional 250 feet of southbound left-turn vehicle storage would be needed at this intersection. Extending the southbound left-turn pocket would require re-striping only. However, since this intersection is on the City's Protected Intersection List, the City most likely would not request that the project make any improvements to this intersection.

Table 9
Vehicle Queuing and Storage Capacity – AM Peak Hour

Measurement	SR 87 / Taylor Street WBL AM	N First St / Hedding St SBL AM	N First St / Taylor St SBL AM	N Seventh St / Taylor St WBL AM	N Tenth St / Taylor St [3] EBL AM	N Thirteenth St / Taylor St EBL AM	N Sixth St / Taylor St WBL AM
Existing							
Cycle/Delay[1] (sec)	96	118	151	63	--	65	8.0
Volume (vphpl)	311	85	76	14	--	71	16
Avg. Queue (veh/ln.)	8.3	2.8	3.2	0.2	--	1.3	0.1
Avg. Queue[2] (ft./ln)	207	70	80	6	--	32	3
95th %. Queue (veh/ln.)	13	6	6	1	--	3	1
95th %. Queue (ft./ln)	325	150	150	25	--	75	25
Storage (ft./ ln.)	475	150	225	175	--	100	75
Adequate (Y/N)	Y	Y	Y	Y	--	Y	Y
Background							
Cycle/Delay[1] (sec)	96	118	151	63	100	65	8.0
Volume (vphpl)	324	102	97	14	0	95	16
Avg. Queue (veh/ln.)	8.6	3.3	4.1	0.2	0.0	1.7	0.1
Avg. Queue[2] (ft./ln)	216	84	102	6	0	43	3
95th %. Queue (veh/ln.)	14	7	8	1	0	4	1
95th %. Queue (ft./ln)	350	175	200	25	0	100	25
Storage (ft./ ln.)	475	150	225	175	125	100	75
Adequate (Y/N)	Y	**N**	Y	Y	Y	Y	Y
Project							
Cycle/Delay[1] (sec)	96	118	151	63	100	65	8.1
Volume (vphpl)	344	111	107	32	5	105	17
Avg. Queue (veh/ln.)	9.2	3.6	4.5	0.6	0.1	1.9	0.1
Avg. Queue[2] (ft./ln)	229	91	112	14	3	47	3
95th %. Queue (veh/ln.)	14	7	8	2	1	4	1
95th %. Queue (ft./ln)	350	175	200	50	25	100	25
Storage (ft./ ln.)	475	150	225	175	125	100	75
Adequate (Y/N)	Y	**N**	Y	Y	Y	Y	Y

[1] Vehicle queue calculations based on cycle length for signalized intersections and vehicle delay for unsignalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.
[3] No volume for the eastbound left-turn movement at this intersection under background conditions.

Table 10
Vehicle Queuing and Storage Capacity – PM Peak Hour

Measurement	SR 87 / Taylor Street WBL PM	N First St / Hedding St SBL PM	N First St / Taylor St SBL PM	N Seventh St / Taylor St WBL PM	N Tenth St / Taylor St EBL PM	N Thirteenth St / Taylor St EBL PM	N Sixth St / Taylor St WBL PM
Existing							
Cycle/Delay[1] (sec)	90	118	151	63	--	65	9.2
Volume (vphpl)	549	216	232	17	--	71	16
Avg. Queue (veh/ln.)	13.7	7.1	9.7	0.3	--	1.3	0.0
Avg. Queue[2] (ft./ln)	343	177	243	7	--	32	1
95th %. Queue (veh/ln.)	20	12	15	1	--	3	1
95th %. Queue (ft./ln)	500	300	375	25	--	75	25
Storage (ft./ ln.)	475	150	225	175	--	100	75
Adequate (Y/N)	**N**	**N**	**N**	Y	--	Y	Y
Background							
Cycle/Delay[1] (sec)	90	118	151	63	100	65	9.2
Volume (vphpl)	556	254	284	19	1	88	18
Avg. Queue (veh/ln.)	13.9	8.3	11.9	0.3	0.0	1.6	0.0
Avg. Queue[2] (ft./ln)	348	208	298	8	1	40	1
95th %. Queue (veh/ln.)	20	13	18	1	1	4	1
95th %. Queue (ft./ln)	500	325	450	25	25	100	25
Storage (ft./ ln.)	475	150	225	175	125	100	75
Adequate (Y/N)	**N**	**N**	**N**	Y	Y	Y	Y
Project							
Cycle/Delay[1] (sec)	90	118	151	63	100	65	9.6
Volume (vphpl)	568	274	308	59	3	96	19
Avg. Queue (veh/ln.)	14.2	9.0	12.9	1.0	0.1	1.7	0.1
Avg. Queue[2] (ft./ln)	355	225	323	26	2	43	1
95th %. Queue (veh/ln.)	21	14	19	3	1	4	1
95th %. Queue (ft./ln)	525	350	475	75	25	100	25
Storage (ft./ ln.)	475	150	225	175	125	100	75
Adequate (Y/N)	**N**	**N**	**N**	Y	Y	Y	Y

[1] Vehicle queue calculations based on cycle length for signalized intersections and vehicle delay for unsignalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.

Vehicle Queuing and Delay at the US 101 and SR 87 Off-Ramps

Vehicle queuing on the US 101 northbound off-ramp to Oakland Road and the SR 87 northbound and southbound off-ramps to Taylor Street were analyzed for project conditions using the Poisson probability distribution. Table 11 shows that the existing vehicle storage on the US 101 and SR 87 freeway off-ramps would be adequate to serve the estimated maximum vehicle queues that would occur during the AM and PM peak hours under project conditions.

Table 11
Vehicle Queuing and Storage Capacity for the US 101 and SR 87 Off-Ramps

	US 101 NB Off-Ramp to Oakland Road - WB LT		SR 87 NB Off-Ramp to Taylor Street - NB RT		SR 87 SB Off-Ramp to Taylor Street - SB LT	
	AM	PM	AM	PM	AM	PM
Existing						
Cycle/Delay[1] (sec)	115	75	96	90	96	90
Volume (vphpl)	114	250	641	497	70	69
Avg. Queue (veh/ln.)	3.6	5.2	17.1	12.4	1.9	1.7
Avg. Queue[2] (ft./ln)	91	130	427	311	47	43
95th %. Queue (veh/ln.)	7	24	24	18	4	4
95th %. Queue (ft./ln)	175	600	600	450	100	100
Storage (ft./ ln.)	675	675	850	850	525	525
Adequate (Y/N)	Y	Y	Y	Y	Y	Y
Background						
Cycle/Delay[1] (sec)	115	75	96	90	96	90
Volume (vphpl)	145	282	648	510	75	78
Avg. Queue (veh/ln.)	4.6	5.9	17.3	12.8	2.0	2.0
Avg. Queue[2] (ft./ln)	116	147	432	319	50	49
95th %. Queue (veh/ln.)	8	24	24	19	5	4
95th %. Queue (ft./ln)	200	600	600	475	125	100
Storage (ft./ ln.)	675	675	850	850	525	525
Adequate (Y/N)	Y	Y	Y	Y	Y	Y
Project						
Cycle/Delay[1] (sec)	115	75	96	90	96	90
Volume (vphpl)	147	289	656	531	84	99
Avg. Queue (veh/ln.)	4.7	6.0	17.5	13.3	2.2	2.5
Avg. Queue[2] (ft./ln)	117	151	437	332	56	62
95th %. Queue (veh/ln.)	9	25	25	20	5	5
95th %. Queue (ft./ln)	225	625	625	500	125	125
Storage (ft./ ln.)	675	675	850	850	525	525
Adequate (Y/N)	Y	Y	Y	Y	Y	Y

[1] Vehicle queue calculations based on cycle length for signalized off-ramps.
[2] Assumes 25 Feet Per Vehicle Queued.

According to the intersection level of service calculations, the project would add 0.1 seconds of delay per vehicle during the AM peak hour to the westbound left-turn movement on the US 101 northbound off-ramp when compared to background conditions. During the PM peak hour, the project would add 0.7 seconds of delay per vehicle to this movement. Therefore, it can be concluded that the project would have very little effect on the operation of the US 101 northbound off-ramp to Oakland Road.

Based on the intersection level of service calculations, the project would add 0.1 seconds of delay per vehicle during the AM peak hour to the northbound right-turn movement on the SR 87 northbound off-ramp when compared to background conditions. During the PM peak hour, the project would add 1.2 seconds of delay per vehicle to this movement. The project would add 0.3 seconds of delay per vehicle during the AM peak hour to the southbound left-turn movement on the SR 87 southbound off-ramp when compared to background conditions. During the PM peak hour, the project would add 0.6 seconds of delay per vehicle to this movement. Therefore, it can be concluded that the project would have very little effect on the operation of the SR 87 and Taylor Street interchange off-ramps.

Unsignalized Intersection Analysis

Although the City of San Jose has not established significant impact criteria for unsignalized intersections, an operational analysis was conducted for the unsignalized intersection of North Sixth Street and Taylor Street in order to determine the vehicle queuing and delay that would occur at this location under project conditions. The Peak Hour Volume Warrant #3, as described in the *Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)*, Part 4, Highway Traffic Signals, 2003, is another tool for measuring the operations of an unsignalized intersection. 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.

Vehicle Queuing and Delay

The results of the unsignalized intersection analysis show that the North Sixth Street and Taylor Street intersection would operate at LOS D during the AM peak hour and LOS E during the PM peak hour under project conditions. The poor level of service during the PM peak hour is due mostly to the northbound shared through/left-turn movement delay. Analyzed separately, the northbound shared through/left-turn movement at the unsignalized intersection would operate at LOS E during the AM peak hour and LOS F during the PM peak hour due to the excessive vehicle delays that would occur for this shared movement. The opposing eastbound and westbound peak hour traffic volumes on Taylor Street would make it very difficult for northbound vehicles to proceed through the intersection or to turn left onto westbound Taylor Street during both peak commute periods. However, although the unsignalized intersection level of service calculations show that there would be excessive vehicle delays for these movements, drivers would have many other options available to them in order to avoid these unnecessary delays. The most obvious option would be to utilize one of the adjacent signalized intersections instead: North Fifth Street/Taylor Street or North Seventh Street/Taylor Street. Other alternative routes also are available via Jackson Street.

The delay for the northbound shared through/left-turn movement would only occur during the peak commute periods and would not present a problem the remainder of the day. The vehicle delay for this left-turn movement is an operational issue only and is not considered a significant project impact. The unsignalized intersection level of service calculation sheets are included in Appendix E.

Signal Warrant

A peak hour signal warrant check (*MUTCD 2003 Edition*, Part 4, Warrant 3) also was performed for the unsignalized study intersection of North Sixth Street and Taylor Street to determine whether signalization would be justified on the basis of project peak hour traffic volumes. The analysis revealed that the peak

hour volume warrant would not be satisfied at the unsignalized intersection based on AM and PM project traffic volumes. The signal warrant worksheet is included in Appendix E.

Parking Supply Analysis

The project proposes to provide up to 900 parking spaces on the Corporation Yard redevelopment site to serve 600 market-rate residential units, 30,000 s.f. of retail space, and 20,000 s.f. of community amenity space. Parking for residents of the mixed-use development would be located in underground garages and would be assigned parking for residents only. Street level parking on the private street that bisects the site would serve the retail and community amenity components of the project.

The project also proposes to provide up to 40 parking spaces to serve the 85-unit affordable senior housing development on North Sixth Street.

Corporation Yard Redevelopment Site Parking Supply

Based on applying the City of San Jose parking ratios to the total number of residential units, amount of retail space, and amount of community amenity space proposed for the Coportation Yard redevelopment site, the project parking requirements would be as follows:

- One bdrm units @ 1.5 spaces per unit: 420 one bdrm units x 1.5 = 630 spaces required
- Two bdrm units @ 1.8 spaces per unit: 120 two bdrm units x 1.8 = 216 spaces required
- Three bdrm units @ 2.0 spaces per unit: 60 three bdrm units x 2.0 = 120 spaces required
- 1 parking space per 400 square feet of the net retail area (where net retail area is 85 percent of the total retail square footage) for groundfloor retail uses within the Neighborhood Business District overlay: 30,000 s.f. x 0.85 / 400 s.f. = 64 spaces required
- 1 parking space per 200 s.f. of community center space: 20,000 s.f. / 200 s.f. = 100 spaces required

A reduction in required off-street parking spaces of up to ten percent (10%) may be authorized with a Development Permit for structures or uses located within 2,000 feet of a proposed or an existing rail station, and areas designated as Neighborhood Busines Districts in the City's General Plan. Based on the City of San Jose standard parking rates and applicable parking reductions, the project should provide a total of 1,024 parking spaces for the Corporation Yard redevelopment site, 869 of which should be provided for residents in the underground parking garages (assigned parking). Since a total of 900 parking spaces are being proposed, the Corporation Yard project would fall short of the City of San Jose parking code requirements by 124 spaces.

For comparison purposes, a parking demand analysis also was conducted using the ITE peak parking demand rates contained in the ITE *Parking Generation* manual, 3rd Edition, 2004. Based on the average ITE rates during the peak parking periods, the project parking recommendations are as follows:

- Residential Condominium/Townhouse (Land Use 230) @ 1.46 spaces per unit: 600 units x 1.46 = 876 spaces
- Shopping Center (Land Use 820) @ 2.65 spaces per 1,000 s.f. of retail space: 2.65 x 30,000 s.f./1,000 s.f. = 80 spaces
- Recreational Community Center (Land Use 495) @ 3.83 spaces per 1,000 s.f. of community amenity space: 3.83 x 20,000 s.f./1,000 s.f. = 77 spaces

Based on ITE peak parking demand rates, the project should provide a total of 1,033 parking spaces for the Corporation Yard redevelopment site, 876 of which should be provided for residents in the underground parking garages (assigned parking). Since a total of 900 parking spaces are being proposed, the project would fall short of the ITE recommended peak parking demand rates by 133 spaces. Thus, the ITE parking supply recommendations are very similar to the City of San Jose parking requirements.

Affordable Senior Housing Site Parking Supply

Based on applying the City of San Jose parking ratios, the project parking requirement for the affordable senior housing development is as follows:

- 1.0 space per senior unit: 85 units x 1.0 = 85 spaces required

After applying a 10 percent parking reduction, the project should provide a total of 77 parking spaces for the affordable senior housing development. Since a total of 40 parking spaces are being proposed, the project would fall short of the City of San Jose parking code requirements by 37 spaces.

Based on the average ITE rate during the peak parking period for a senior housing development, the project parking recommendation is as follows:

- Senior Adult Attached Housing (Land Use 252) @ 0.5 spaces per unit: 85 units x 0.5 = 43 spaces recommended

Thus, the project would fall short of the ITE recommended peak parking demand rate for a senior housing development by only 3 spaces.

Planned Development (PD) Zoning projects such as this one typically can supply parking based on rates that differ from the standard rates contained in the City's Zoning Ordinance. The applicant should work closely with the City of San Jose Planning Department during the project review process in order to determine the amount of parking that would be necessary to serve the project.

Bicycle Parking

The City of San Jose requires that a Multi-Dwelling residential development such as this provide a minimum of one bicycle parking space per every four units, as described in the City's Zoning Ordinance (San Jose Municipal Code 20.90.310). Bicycle parking spaces are defined as bicycle racks, lockers and like facilities. Thus, based on 600 proposed market-rate residential units, the Corporation Yard project should provide 150 bicycle parking spaces.

Although most of the residents of the 85-unit affordable senior housing development likely would not ride bicycles, a small number of bicycle parking spaces should be provided for those senior residents that would ride bicycles. Based on the City of San Jose Zoning Ordinace requirements, a Group Living residential development such as this should provide a minimum of one bicycle parking space per every 20 residents.

Transit Service

Local bus lines 62 and 85 operate along Taylor Street and North Tenth Street, respectively, and are within walking distance of the project site. The Japantown/Ayer and Civic Center LRT stations on North First Street also are within walking distance of the project site. The Civic Center LRT station is served directly by Local bus lines 36 and 66 and Express line 180. Due to the convenient locations of the bus stops and LRT stations (shown on Figure 4 in Chapter 2), it is assumed that some new residents would utilize the existing transit service for commuting purposes. Applying a 9 percent transit mode share, which is probably the highest that could be expected, equates to approximately 45 new transit riders during the AM and PM peak commute periods. Assuming the existing peak hour transit service (current headways) would remain unchanged with five bus lines and light rail providing service within walking distance of the project site, the number of new transit riders during the peak commute periods would equate to about 2 to 3 riders per bus/LRT train. These new riders could be accommodated by the current available ridership capacity of the existing bus and LRT service in the study area, and no improvements to the existing transit service would be necessary with the project.

Pedestrian Facilities

Pedestrian traffic primarily would be generated by residents walking to and from local schools, public parks, bus stops, and nearby retail centers. The majority of roadways in the immediate vicinity of the project site currently have sidewalks on both sides of the street, with crosswalks at most intersections and pedestrian signal heads at the signalized intersections. Although North Seventh Street has no sidewalks along the east side of the street between Taylor and Jackson Streets, the project would provide sidewalks along the project frontage on the west side of North Seventh Street. Overall the sidewalks within the study area have good connectivity. The extensive network of sidewalks within the study area would provide residents with a safe connection between the project site and the other surrounding land uses in the area. It is recommended that the sidewalk and curb be improved along the north side of Jackson street at its intersection with North Seventh Street adjacent to the rail crossing.

Schools

There are two schools located within a one-half mile radius of the project site: 1) Grant Elementary School, located on North Tenth Street, is approximately one-quarter of a mile east of the project site; and 2) Peter Burnett Middle School, located on North Second Street, is about one-half of a mile northwest of the project site. Children could safely walk or bike to and from these schools using the existing facilities.

Safe Routes to Schools Program

Since there are schools located near the project site, the project should consider working closely with the local school district to implement a Safe Routes to Schools program for its residents. Safe Routes to Schools is designed to decrease traffic and pollution and increase the health of children and the community as a whole. The program promotes walking and biking to school through education and incentives. The program also addresses the safety concerns of parents by encouraging greater enforcement of traffic laws, educating the public, and exploring ways to create safer streets.

A comprehensive Safe Routes to School program should identify a focused area surrounding the schools, provide a map with the routes that children should take to school, and recommend alternative routes if necessary. Working with local government staff, a Safe Routes to Schools program should address such

safety issues as speeding cars, dangerous intersections, and missing or ineffective crosswalks, sidewalks, and bike lanes.

Parks

Three public parks are located within approximately three-quarters of a mile of the project site. One of these parks is the Guadalupe River Park, which offers a continuous paved trail for pedestrians and bicyclists that is separated from motor vehicle traffic. Access to the park is provided via Taylor Street approximately three-quarters of a mile west of the project site. Another nearby park is Backesto Park, located approximately one-half mile east of the project site. The third public park is Bernal Park, located about one-quarter of a mile north of the project site. Residents of the proposed residential development could potentially utilize these parks for recreational purposes. The existing facilities would be adequate for residents to walk or bike to and from these parks.

Japantown Area Activities

The Japantown area is the center of Japanese and Japanese/American culture in the City of San Jose, as is often expressed in festivals and parades such as Nikkei Matsuri in May, Obon/Bazaar in July, Aki Matsuri in September, and the Spirit of Japantown Festival in October. The Japantown area also is host to a certified farmers market, art galleries, and other street venues throughout the year. The proposed project would not prohibit the recurring Japantown events from taking place, and would have no effect on street closures associated with festivals and parades.

Bicycle Facilities

Class II bicycle lanes do not exist adjacent to the project site. Bike lanes are limited to North Tenth Street north of Taylor Street and North Fourth Street south of Jackson Street in the immediate vicinity of the site. As previously stated, the Guadalupe River Park multi-use trail (Class I Bikeway) is located about three-quarters of a mile west of the project site and provides an off-street bicycle route. However, to access the trail from the project site bicyclists would need to use Taylor Street which does not contain bike lanes.

Although many of the roadways in the project area contain moderate to heavy traffic volumes, presence of on-street parking, and narrow travel areas for bicyclists, bicyclists may nonetheless choose to use these roads for commuting since they often provide the shortest route for this purpose. A reasonable assumption for bicycle commute trip generation would be a one percent mode share. This calculates to approximately 5 bicycle trips during the AM and PM peak hours. Thus, the project is expected to add very little bicycle traffic to the roadways in the study area.

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

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

The City of San Jose has identified operational problems along the Oakland Road corridor at the US 101 interchange. The operational deficiencies are primarily due to the capacity constraints of the interchange.

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

The purpose of the US 101/Oakland/Mabury TDP is to provide additional needed freeway access capacity at the US 101/Oakland Road interchange in order to accommodate new mixed-use, commercial and residential development, and to provide incentives for new industrial development in the areas of San Jose generally surrounding the interchange that otherwise would not be possible due to existing capacity constraints. The effect of the City Council's approval of the proposed US 101/Oakland/Mabury TDP would be to change the normal sequence of events, and allow one or more projects to develop and generate traffic congestion in excess of the City's Level of Service Policy standard for a temporary period of time prior to construction of the required transportation improvements. This new Policy would adopt a fee to fund the planned interchange improvements. Any project that would add traffic to the US 101/Oakland Road interchange would be required to participate in the TDP program. The new TDP includes a fee schedule requiring all new developments to pay a "fair share" contribution for using a portion of the interchange capacity that would be created with buildout of the US 101/Oakland Road interchange and construction of a new US 101/Mabury Road interchange. Unlike most Area Development Policies that base their fees on the number of residential units or square footages built, the fee for the US 101/Oakland/Mabury TDP would be based on the number of PM peak hour vehicular trips added to the US 101/ Oakland Road interchange.

Currently, it is anticipated that the US 101/Oakland/Mabury TDP will be reviewed by the City Council toward the latter half of 2007. Since the proposed Japantown Corporation Yard mixed-use residential development project would send some PM peak hour trips through the US 101/Oakland Road interchange, the project ultimately may be required to pay a fair share contribution toward the interchange improvements should the TDP be adopted prior to approval of the Japantown project. The proposed fee is $30,000 per each new PM peak hour vehicle trip that would be added to the US 101/Oakland Road interchange. Thus, should the Japantown project be approved subsequent to adoption of the TDP, the estimated fee contribution for the Japantown project would be $840,000 ($30,000 x 28 PM peak hour trips). The project would be required to pay the traffic impact fee prior to Public Works clearance.

6.
Long-Range GPA Analysis

The purpose of the General Plan Amendment (GPA) analysis is to evaluate the long-term traffic impacts of the proposed change in General Plan land use designation on the San Jose Corporation Yard site located in the Japantown area of San Jose. The City of San Jose file number for this GPA is GP07-03-04.

General Plan Amendment Description

The current adopted General Plan land use designation for the project GPA site is Jackson-Taylor PRC Mixed-Use #2 (northern portion of the site) and Public Park/Open Space (southern portion of the site). The Mixed-Use designation allows a mix of high density residential (including condominiums and apartments), retail (primarily neighborhood serving), office, and a limited amount of other commercial uses, and encourages vertical mixed-use. The Mixed-Use #2 designation specifically allows High Density Residential (25 to 50 dwelling units per acre) uses, 150 senior housing units, a 40-room inn, up to 80,000 square feet of office, and between 33,000 and 53,750 square feet of retail. The commercial square footage may also include a cultural center. Within the Mixed-Use #2 land use designation, the height limit is 65 feet and all parking should be below ground or internal to the building. The General Plan land use designation for the City surface parking lot site across North Sixth Street is Medium High Density Residential (12 to 25 dwelling units per acre).

The proposed project involves changing the City's General Plan land use designation to Jackson-Taylor PRC Mixed-Use #5, which would constitute a new land use designation within the City's General Plan. With respect to the Corporation Yard site, Mixed-Use #5 would allow uses at a density of up to 105 dwelling units per gross acre over the entire site, up to 30,000 square feet of retail, and up to 10,000 square feet of community amenity space. This new land use designation also would establish a height limit of up to 175 feet and allow limited surface parking.

The proposed GPA (GP07-03-04) would result in a net change of 600 additional households and 138 additional jobs relative to the current adopted General Plan land use designation. Based on the increase in households and jobs, the proposed GPA would produce 93 new inbound trips and 208 new outbound trips during the AM peak hour, and 216 new inbound trips and 119 new outbound trips during the PM peak hour at the GPA site. The households/jobs data and peak hour trip analysis are contained in Appendix F.

City of San Jose Traffic Forecasting Model Description

In response to the growing influence of the Silicon Valley economy and additional available travel options in and around the County, staff of the City and the Santa Clara Valley Transportation Authority (VTA) formed a Model Working Group in 2000 to develop a new travel demand forecasting model.

The Model Working Group included staff from the City's Department of Transportation and the VTA Congestion Management Program. Several other CMP member agencies, including staff from the City of Sunnyvale, City of Milpitas, City of Santa Clara, and City of Palo Alto, also participated. The Model Working Group evaluated personal computer based transportation modeling software, explored innovative forecasting algorithms, and compiled and made use of the latest travel survey data to create a new travel demand forecasting model. This new model is known as the CUBE model in the City of San Jose, after the software the model is built upon.

The City's CUBE model reflects the refinements in knowledge and capacity associated with traffic modeling in recent years. The CUBE model can evaluate conditions during AM and PM one-hour peak periods, and for AM and PM three-hour peak periods, the latter option reflecting changes in travel behavior. Transit can be evaluated during peak and off-peak periods.

The City of San Jose's traffic forecasting model was developed to help the City project peak hour traffic impacts attributable to changes proposed to the City's General Plan. The model is implemented using the CUBE transportation planning software system and is consistent with the structures of the Metropolitan Transportation Commission's (MTC) BAYCAST regional model and VTA's VTP2030 model. The San Jose model includes the four elements traditionally associated with models of this kind. These elements include:

- Trip Generation,
- Trip Distribution,
- Mode Choice, and
- Traffic Assignment.

The fundamental structure of the model includes a computer readable representation of the street system (highway network) that defines street segments (links) identified by end points (nodes). Each roadway link is further represented by key characteristics (link attributes) that describe the length, travel speeds, and vehicular capacity of the roadway segment. Small geographic areas (traffic analysis zones also called TAZ's) are used to quantify the planned land use activity throughout the City's planning area. The boundaries of these small geographic areas are typically defined by the modeled street system, as well as natural and man made barriers that have an effect on traffic access to the modeled network. Transit systems are represented in the model by transit networks that are also identifiable by links and nodes. Unlike the roadway network, the key link attributes of a transit link are operating speed and headways – elapsed time between successive transit services. Transit stops and "dwelling times" (the time allowed for passengers embarking and disembarking transit vehicles) are described as transit node attributes. Transit networks are further grouped by type of transit (rail versus bus) and operator (VTA bus versus AC Transit bus). Transit accessibility for each TAZ is evaluated by proximity to transit stops or stations, and the connectivity of transit lines to destinations.

The socioeconomic data for each TAZ in the model includes information about the number of households (stratified by household income and structure type), population, average income, population age distribution, and employment (stratified by groupings of Standard Industrial Codes). The worker per

household ratios and auto ownership within a TAZ are calculated based on these factors and the types and densities of residences. The model projects trip generation rates and the traffic attributable to residents and resident workers, categorized by trip purposes, using set trip generation formulas. The trip generation formulas were originally estimated by the Metropolitan Transportation Commission in 1997 based on 1990 U.S. Census data and the 1994 San Francisco Bay Region Travel Survey. The formulas were calibrated to 2000 U.S. Census data to more accurately reflect travel frequency for Bay Area residents.

Travel times within and between TAZs (intra-zonal, inter-zonal and terminal times) are developed from the network being modeled. Travel times within zones (intra-zonal travel times) are derived for each zone based on half its average travel time to the nearest three adjacent zones. Time to walk to and from the trip maker's car (terminal times) are also added. The projected daily trips are distributed using a standard gravity model and friction factors calibrated for the modeling region, which presently consists of 13 counties. The City of San Jose CUBE Model is capable of estimating up to 7 modes of transportation – auto drive alone, auto shared ride 2+ occupants, auto shared ride 3+ passengers, rail transit, bus transit, bicycle, and walk. Time-of-day factors and directionality factors are then applied to automobile trips occurring during the AM peak hour, AM 3-hour peak period, PM peak hour, and PM 3-hour peak period before the traffic is assigned to the roadway networks. The assignment of the trip tables to the roadway network uses a route selection procedure based on minimum travel time paths (as opposed to minimum travel distance paths) between TAZs and is done using a capacity-constrained user equilibrium-seeking process. This capacity constrained traffic assignment process enables the model to reflect diversion of traffic around congested areas of the overall street system. High Occupancy Vehicle (HOV) lanes on freeways, expressways, and on-ramps are specifically dealt with in the model network, with access restricted to auto-shared-ride mode trips only, similar to real world operations of roadway facilities with HOV lanes.

Transit use is modeled for peak and non-peak periods based on computed transit levels of services (speeds and wait times). Based on the conditions that influence transit speeds and wait times (such as traffic congestion), transit use numbers are modified to reflect the likelihood of transit use, based on the constraints to the system. This feedback loop is a modern enhancement in the model to address the dynamics of transit ridership related to the expansion or contraction of roadway capacities. The Model is also calibrated to project freight truck and delivery truck traffic in 2-axle, 3-axle, and 4+ axle categories. Truck volumes are assigned to those segments of the roadway network where truck traffic is permitted.

In addition to providing projected peak hour and peak period volumes and ratios comparing projected traffic volume to available roadway capacity (V/C ratios) on each roadway segment, the model provides information on vehicle-miles and vehicle-hours of travel by facility type (freeway, expressways, arterial streets, etc.). These informational reports can be used to compare projected conditions under the current General Plan with the impacts of proposed land use amendments. The San Jose traffic forecasting model is intended for use as a "macro analysis tool," that projects probable future conditions and is best used when comparing alternative future scenarios. It is not designed to answer "micro analysis level" operational questions. A more detailed traffic impact analysis (TIA) will be required at the time a zoning or planning permit application is made for developing the site, whether or not the currently proposed GPA is approved. That analysis will address the near-term traffic impacts in detail and will identify required mitigation, if warranted.

General Plan Amendment Analysis Methodology

For proposed land use amendments that are not exempt and are located outside the three special policy subareas (North San Jose subarea, Evergreen subarea and South San Jose subarea), the determination of significance will be based on the extent to which the proposed change contributes to projected peak hour

travel and congestion in the vicinity of the proposed amendment. The analysis done for these amendments needs to include both a quantification of increased trips across regional screenlines near the project and a proximity analysis. The significant impact criteria applicable to the proposed Japantown Corporation Yard GPA (City of San Jose file number GP07-03-04) are described below.

Proximity Analysis

All proposed amendments (land use and network amendments) that are not exempted from preparing a CUBE analysis, whether they are located within or outside of a special policy subarea, require preparation of a proximity analysis. The proximity area is the geographic area near the project site within which approximately 20,000 vehicle miles of travel (VMT) occur under the adopted General Plan base condition. Generally the radius of the proximity area will vary from 0.5 to 1.5 miles, depending on the density of the roadway network and travel activity near the GPA site, and is the same for both the AM and PM peak hour analyses. The proximity analysis provides specific information on the anticipated traffic operations within the area surrounding a proposed General Plan amendment site. Specific quantitative differences in VMT on congested roadways are identified that would occur under the project condition compared to the existing General Plan base case.

Proximity analysis is a supplement to, not a substitute for, more regional analyses, and is done for all (non-exempt) amendments regardless of project location. Proximity analysis provides information on local traffic changes at a macro level; it is also not a substitute for near-term operational analysis done for development-level entitlements.

A proposed land use amendment that would intensify land use would generally be expected to result in higher congested VMT within the proximity area for the proposed amendment. These increases are then compared to the thresholds of significance presented below and shown in Table 12.

Thresholds of Significance for Proximity Analysis

The impact from traffic generated by a proposed amendment is considered significant if the proximity analysis concludes that the following occurs in either the AM or PM peak hour:

- The congested VMT within the proximity area of the proposed amendment increases by at least one-half (1/2) the amount of the measured increases in overall proximity VMT <u>and</u> 100 vehicle-miles.

Table 12
Proximity Vehicle-Miles-Traveled Impact Thresholds

VMT Measurement	Impact Thresholds
Congested VMT	1/2 of proximity VMT increase and 100 vehicle-miles

Source:
Methodology for Preparing Long Term Traffic Impact Assessments,
City of San Jose Department of Transportation, 2005/2006.

Screenline Analysis

Proposed land use amendments that are not exempt and are located outside the three special policy subareas also require a screenline analysis that quantifies trips across regional screenlines near the project

site. Regional screenlines are delineated along transportation barriers, manmade or natural, that have a substantial capacity-constraining effect on local and regional travel. Regional screenlines are an excellent method for capturing travel characteristics at a macroscopic level. Aspects of travel behavior, such as the volume and capacity of multiple roadway links, can be evaluated as a group. Instead of evaluating individual link volume and capacity, links affected by an amendment are evaluated collectively at or near all of the screenlines within the proposed amendment's proximity area by summing up volume and capacity of all roadway links that cross each screenline. The methodology to evaluate grouped volume-to-capacity ratio is the aggregated V/C ratio. Aggregated V/C can be computed for: (1) all links, and (2) congested links only, on a screenline affected by an amendment. Aggregated volume-to-capacity ratios (Agg. V/C) and aggregated volume-to-capacity ratios for congested links (Agg. E/F V/C), are computed at the regional screenline that is impacted by a proposed amendment. The screenline analysis measures area-wide traffic tendencies and impacts. Because regional screenlines are typically contiguous lines stretching for miles, aggregated V/C is computed for screenlines that are within 2.5 miles of a project site.

Roadway links are grouped by level of congestion. Roadway links with a volume-to-capacity ratio (V/C ratio) greater than 0.9 are treated as congested links. Average roadway capacities are also computed and paired with aggregated V/C for evaluation of significant impacts. Average congested link capacity is calculated for congested links only, and is compared to the total increase in volumes on the congested links evaluated. The increases in aggregated V/C for congested (LOS E/F) links are compared to the thresholds of significance presented below and shown in Table 13.

Thresholds of Significance for Screenline Analysis

The traffic impact from a proposed land use amendment will be significant if the CUBE model analysis concludes that the amendment causes the following to occur in either the AM or PM peak hour:

- The aggregated E/F link V/C ratios of nearby regional screenlines increase in the peak direction by at least 0.005, <u>and</u> total volumes on the same E/F links increase in the peak direction by at least 2.5 percent of average link capacity.

Table 13
Aggregated Volume-to-Capacity Ratio Impact Thresholds

	Impact Thresholds	
Link Set	V/C Increase	Volume Increase
LOS E/F Links	0.005, and	2.5% of average congested link capacity

Source:
Methodology for Preparing Long Term Traffic Impact Assessments,
City of San Jose Department of Transportation, 2005/2006.

Long Range Transportation Impacts

The determination of significance is based on the extent to which the proposed land use change contributes to existing peak hour congestion in the vicinity of the proposed General Plan Amendment site. As previously stated, the evaluation of the effects of the proposed land use change is based on a quantification of increased trips across regional screenlines near the project and a proximity analysis. These analyses provide specific information on the anticipated traffic operations within the area surrounding the GPA site.

Consistent with City policies and practice, the CUBE model used to evaluate traffic impacts for this proposed amendment includes all major transportation infrastructure identified in the General Plan *Land Use/Transportation Diagram*, including infrastructure that is not yet built and/or funded.

Proximity Analysis

The proximity analysis consists of the determination of differences in peak hour trip generation, vehicle-miles-traveled (VMT), and traffic added to congested links between project conditions with the proposed land use change and the existing General Plan base case. A proximity radius of 0.6 miles was determined for this GPA, since this radius corresponds to a magnitude of approximately 20,000 VMT as calculated under the General Plan base condition. The proximity area is shown graphically on Figure 17.

The results of the proximity analysis show that the proposed GPA would cause the VMT on the congested links in the project area to increase by 0.83 percent, with a corresponding increase of 72 vehicle-miles on the congested links during the AM peak hour. During the PM peak hour, the GPA would cause the VMT on the congested links in the project area to increase by 1.78 percent, with a corresponding increase of 220 vehicle-miles on the congested links.

Impact: Based on the impact criteria for the proximity analysis, the significant increases in PM peak hour traffic volumes on the congested roadways in close proximity to the proposed GPA site constitute a significant adverse traffic impact.

The congested (LOS E/F) links located within the 0.6-mile proximity radius of the GPA site that would experience significant increases in VMT during the PM peak hour include the southbound SR 87 on-ramp from Taylor Street, northbound and southbound North First Street, southbound North Fourth Street, southbound North Seventh Street, southbound North Eleventh Street, eastbound Mission Street, Eastbound and Westbound Taylor Street, eastbound Empire Street, and eastbound Washington Street.

The results of the proximity analysis for the proposed GPA are shown in Table 14. Graphics showing the congested link locations are included with the CUBE model run results in Appendix F.

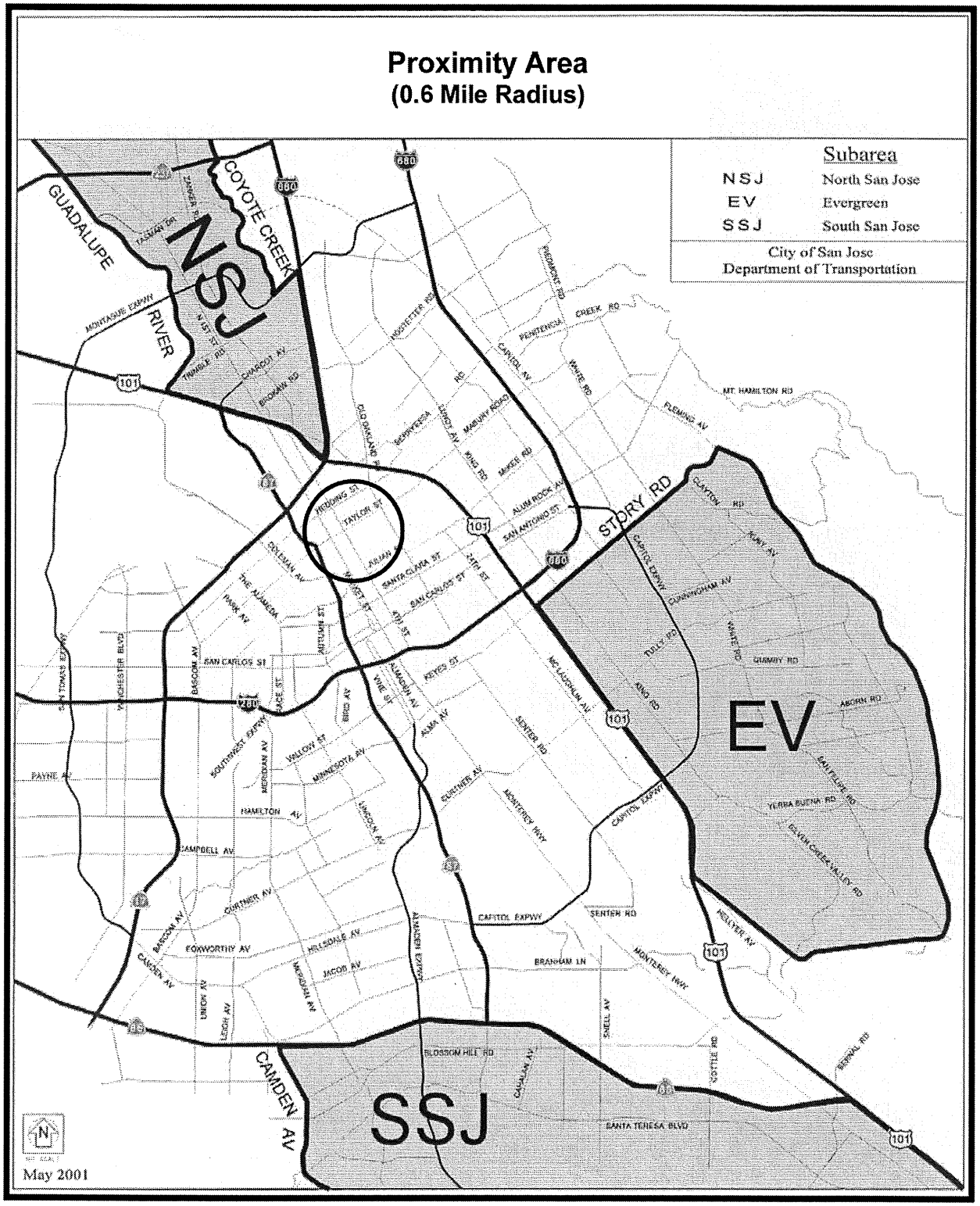
Table 14
Long-Range GPA Proximity Analysis

	GP Base Case		Project GPA		Growth		Growth %		Impact?	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
VMT - Congested Links	8727.85	12385.99	8800.14	12605.92	72.29	219.93	0.83%	1.78%	NO	**YES**

Notes:
Proximity Radius = 0.6 miles (proximity radius of 0.6 miles corresponds to a magnitude of approximately 20,000 VMT).
Significance Criteria for congested (LOS E/F) links: 1/2 the increase in VMT of all links (100 for AM and 100 for PM) and 100 vehicle-miles.

Source: City of San Jose GP07-03-04 Proximity Analysis, November 26, 2007.

Figure 17


Proximity Area
(0.6 Mile Radius)
Subarea
NSJ North San Jose
EV Evergreen
SSJ South San Jose
City of San Jose
Department of Transportation
NSJ
EV
SSJ
GUADALUPE
RIVER
COYOTE CREEK
STORY RD
CAMDEN AV
May 2001

Screenline Analysis

The following four sets of screenlines (link sets) were analyzed for the AM and PM peak hours:

- Link Set #1 includes the following parallel facilities located south of Naglee Avenue, Jackson Avenue and Mabury Road: SR 87, North First Street, North Second Street, North Fourth Street, North Seventh Street, North Tenth Street, and North Eleventh Street.
- Link Set #2 includes the following parallel facilities located south of SR 87 and I-880: SR 87, North First Street, North Fourth Street, and North Tenth Street.
- Link Set #3 includes the following parallel facilities located east of I-880, North Tenth Street and North Eleventh Street: St. James Street, Julian Street, Washington Street, Empire Street, Jackson Street, Taylor Street, Mission Street, Hedding Street, and US 101.
- Link Set #4 includes the following parallel facilities that cross the Guadalupe River: I-880, Hedding Street, Taylor Street, Coleman Avenue, and Julian Street.

Impact: Based on the results of the proposed GPA screenline analysis, the significant increases in V/C and the corresponding significant increases in traffic volumes on the congested (LOS E/F) roadways included in link set #2 during the PM peak hour constitutes a significant adverse traffic impact.

The locations of the four screenline sets are shown graphically on Figure 18. The results of the screenline analysis for the proposed GPA are shown in Table 15. Appendix F contains the detailed results of the CUBE model analysis conducted for the proposed GPA.

Mitigation for Long Range Impacts

Consistent with City policies and practice, the CUBE model used to evaluate traffic impacts for this proposed amendment includes all major transportation infrastructure identified in the General Plan *Land Use/Transportation Diagram*, including infrastructure that is not yet built and/or funded such as the US 101/Mabury and US 101/Zanker/Fourth Street interchanges.

Mitigation for proximity impacts to North First, North Fourth, North Seventh, North Eleventh, Mission, Taylor, Empire and Washington Streets would involve roadway widening. Mitigation for the identified screenline impact also would involve widening North First Street. Widening these roadways would be infeasible for three reasons: 1) All of these roadways currently are, or will be, constructed to the maximum width; 2) Further widening would result in impacts on adjacent land uses; and 3) It is not financially feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements such as roadway widenings. Therefore, the proximity and screenline impacts must be considered significant and unavoidable.

Although not considered mitigation for the identified long-range traffic impacts, the Japantown Corporation Yard residential project would be required to make a fair share contribution under the adopted US 101/Oakland/Mabury Transportation Development Policy (TDP) toward the construction of the US 101/Mabury interchange to help alleviate the long-range impacts, since the project would add trips to the US 101/Oakland Road interchange during the PM peak hour.

There are measures that could help to reduce the long-range impacts. The measures primarily consist of transit improvements and enhancements, including further expansion of the LRT system and enhanced bus service. These measures would provide options to commuters within the project study area. An enhanced transit system would help to reduce auto usage.

Figure 18

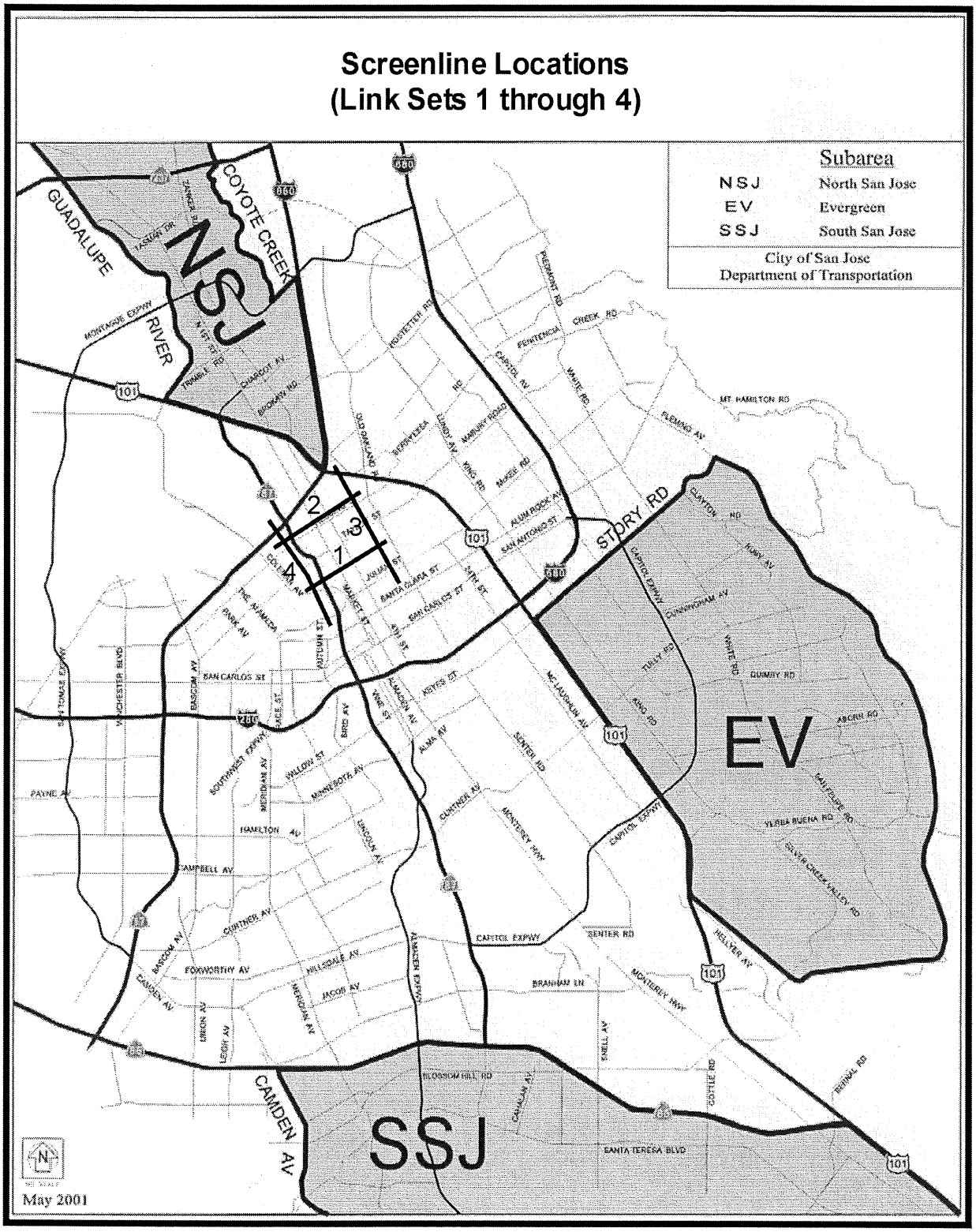

Screenline Locations
(Link Sets 1 through 4)
Subarea
NSJ North San Jose
EV Evergreen
SSJ South San Jose
City of San Jose
Department of Transportation
NSJ
EV
SSJ
GUADALUPE RIVER
COYOTE CREEK
CAMDEN AV
STORY RD
1
2
3
4
May 2001

Table 15
Aggregated Screenline Capacity Analysis

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Southbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 1	CA-87	1795	1900	0.94	1795	1900	0.94	YES	0	1342	1400	0.96	1346	1400	0.96	YES	4
S/O Nagleee/	CA-87	4058	3800	1.07	4061	3800	1.07	YES	3	4401	3800	1.16	4399	3800	1.16	YES	-2
Jackson/Mabury	CA-87	1472	1400	1.05	1472	1400	1.05	YES	0	1348	1900	0.71	1350	1900	0.71	NO	2
	N First	966	900	1.07	966	900	1.07	YES	0	516	900	0.57	516	900	0.57	NO	0
	N Second	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	586	600	0.98	586	600	0.98	YES	0
	N Third	261	650	0.40	262	650	0.40	NO	1	559	600	0.93	557	600	0.93	YES	-2
	N Fourth	899	900	1.00	901	900	1.00	YES	2	929	900	1.03	942	900	1.05	YES	13
	N Seventh	547	600	0.91	562	600	0.94	YES	15	560	600	0.93	562	600	0.94	YES	2
	N Tenth	544	600	0.91	544	600	0.91	YES	0	641	600	1.07	641	600	1.07	YES	0
	N Eleventh	529	600	0.88	528	600	0.88	NO	-1	545	600	0.91	546	600	0.91	YES	1
	All Link Totals:	11071	11350		11091	11350			20	11427	11900		11445	11900			18
	All Link Avg. Capacity:		1261			1261					1190			1190			
	LOS E/F Link Totals:	10281	10100		10301	10100			20	9563	9100		9579	9100			16
	E/F Link Avg. Capacity:		1443			1443					1138			1138			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	1261	x 5% =	63	volume	Average Link Capacity of:	1190	x 5% =	59	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	1443	x 2.5% =	36	volume	Average LOS E/F Link Capacity:	1138	x 2.5% =	28	volume

LOS E/F Links Screenline Impact Summary - Link Set #1

	AM Peak hour	PM Peak hour
Change in V/C:	0.002	0.002
Change in Volume:	20	16
Impact Threshold:	0.005 V/C & volume of: 36	0.005 V/C & volume of: 28
Significant Impact?:	NO	NO

Source: City of San Jose GP07-03-04 Aggregated Screenline Analysis, November 26, 2007.

Table 15 (Continued)
Aggregated Screenline Capacity Analysis

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northwestbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Southeastbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 2	CA-87	1814	1900	0.95	1822	1900	0.96	YES	8	5323	3800	1.40	5340	3800	1.41	YES	17
S/O SR-17 & I-880	CA-87	4851	3800	1.28	4848	3800	1.28	YES	-3	1271	1900	0.67	1273	1900	0.67	NO	2
	N First	1817	1800	1.01	1834	1800	1.02	YES	17	1822	1800	1.01	1865	1800	1.04	YES	43
	N Fourth	2098	1800	1.17	2116	1800	1.18	YES	18	2557	1800	1.42	2556	1800	1.42	YES	-1
	N Tenth	1626	1800	0.90	1639	1800	0.91	YES	13	1848	1800	1.03	1856	1800	1.03	YES	8
	Oakland	2102	2700	0.78	2110	2700	0.78	NO	8	2337	2700	0.87	2349	2700	0.87	NO	12
	All Link Totals:	14308	13800		14369	13800			62	15158	13800		15239	13800			83
	All Link Avg. Capacity:		2300			2300					2300			2300			
	LOS E/F Link Totals:	12206	11100		12259	11100			54	11550	9200		11617	9200			69
	E/F Link Avg. Capacity:		2220			2220					2300			2300			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2300	x 5% =	115	volume	Average Link Capacity of:	2300	x 5% =	115	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	2220	x 2.5% =	55	volume	Average LOS E/F Link Capacity:	2300	x 2.5% =	57	volume

LOS E/F Links Screenline Impact Summary - Link Set #2

	AM Peak hour	PM Peak hour
Change in V/C:	0.005	0.008
Change in Volume:	54	69
Impact Threshold:	0.005 V/C & volume of: 55	0.005 V/C & volume of: 57
Significant Impact?:	NO	**YES**

Source: City of San Jose GP07-03-04 Aggregated Screenline Analysis, November 26, 2007.

Table 15 (Continued)
Aggregated Screenline Capacity Analysis

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Westbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Eastbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 3	St James	577	900	0.64	575	900	0.64	NO	-2	691	900	0.77	691	900	0.77	NO	0
E/O I-880 &	Julian	778	900	0.86	778	900	0.86	NO	0	703	900	0.78	703	900	0.78	NO	0
10th/11th	Washington	96	600	0.16	96	600	0.16	NO	0	265	600	0.44	265	600	0.44	NO	0
	Empire	291	600	0.49	291	600	0.49	NO	0	394	600	0.66	390	600	0.65	NO	-4
	Jackson	422	600	0.70	422	600	0.70	NO	0	506	600	0.84	506	600	0.84	NO	0
	Taylor	873	900	0.97	884	900	0.98	YES	11	890	900	0.99	910	900	1.01	YES	20
	Mission	430	600	0.72	431	600	0.72	NO	1	527	600	0.88	535	600	0.89	NO	8
	Hedding	1833	1800	1.02	1832	1800	1.02	YES	-1	1899	1800	1.06	1899	1800	1.06	YES	0
	US-101	2183	1900	1.15	2184	1900	1.15	YES	1	2291	1900	1.21	2289	1900	1.20	YES	-2
	US-101	7179	5700	1.26	7179	5700	1.26	YES	0	7154	5700	1.26	7154	5700	1.26	YES	0
	US-101	2381	1900	1.25	2381	1900	1.25	YES	0	2233	1900	1.18	2239	1900	1.18	YES	6
	All Link Totals:	17043	16400		17053	16400			9	17553	16400		17581	16400			27
	All Link Avg. Capacity:		1491			1491					1491			1491			
	LOS E/F Link Totals:	14449	12200		14460	12200			10	14467	12200		14491	12200			24
	E/F Link Avg. Capacity:		2440			2440					2440			2440			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	1491	x 5% =	74	volume	Average Link Capacity of:	1491	x 5% =	74	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	2440	x 2.5% =	61	volume	Average LOS E/F Link Capacity:	2440	x 2.5% =	61	volume

LOS E/F Links Screenline Impact Summary - Link Set #3

	AM Peak hour	PM Peak hour
Change in V/C:	0.001	0.002
Change in Volume:	10	24
Impact Threshold:	0.005 V/C & volume of: 61	0.005 V/C & volume of: 61
Significant Impact?:	NO	NO

Source: City of San Jose GP07-03-04 Aggregated Screenline Analysis, November 26, 2007.

Table 15 (Continued)
Aggregated Screenline Capacity Analysis

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Westbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Eastbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 4	I-880	6112	5700	1.07	6107	5700	1.07	YES	-5	6780	5700	1.19	6808	5700	1.19	YES	28
Guadalupe	Hedding	1723	1800	0.96	1753	1800	0.97	YES	30	1778	1800	0.99	1791	1800	1.00	YES	13
River	Taylor	1183	1800	0.66	1202	1800	0.67	NO	19	1373	1800	0.76	1374	1800	0.76	NO	1
	Coleman	1731	1800	0.96	1730	1800	0.96	YES	-1	1633	1800	0.91	1633	1800	0.91	YES	0
	Julian	1197	1800	0.67	1198	1800	0.67	NO	1	1510	1800	0.84	1510	1800	0.84	NO	0
	All Link Totals:	11946	12900		11990	12900			44	13074	12900		13116	12900			42
	All Link Avg. Capacity:		2580			2580					2580			2580			
	LOS E/F Link Totals:	9566	9300		9590	9300			24	10191	9300		10232	9300			40
	E/F Link Avg. Capacity:		3100			3100					3100			3100			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2580	x 5% =	129	volume	Average Link Capacity of:	2580	x 5% =	129	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	3100	x 2.5% =	77	volume	Average LOS E/F Link Capacity:	3100	x 2.5% =	77	volume

LOS E/F Links Screenline Impact Summary - Link Set #4

	AM Peak hour	PM Peak hour
Change in V/C:	0.003	0.004
Change in Volume:	24	40
Impact Threshold:	0.005 V/C & volume of: 77	0.005 V/C & volume of: 77
Significant Impact?:	NO	NO

Source: City of San Jose GP07-03-04 Aggregated Screenline Analysis, November 26, 2007.

General Plan Policies

Impacts from a proposed General Plan amendment can be reduced by conformance with General Plan policies, including the following:

- *Services and Facilities Level of Service Policy #5* - requires that the minimum overall performance of City streets during peak travel periods should be level of service "D". To meet that goal, the policy states that development proposals should be reviewed for their measurable impacts on the level of service and should be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "D" or worse.

  Results of the traffic analysis indicate that the proposed amendment will add traffic to streets already identified as operating at unacceptable levels. According to the general plan policy and impact criteria, this constitutes a significant impact. Although there is no mitigation yet identified, at the time a specific development application is submitted, a traffic impact study would identify any current condition deficiencies that would need to be mitigated to meet level of service policies. In accordance with the City's level of service policy, any impacts would then have to be mitigated before the project could be approved.

- *Transportation Policy # 1 (Thoroughfares)* states that inter-neighborhood movement of people and goods should occur on thoroughfares and is discouraged on neighborhood streets.

- *Transportation Policy #3 (Thoroughfares)* states that public street right-of-way dedication and improvements should be required as development occurs. Ultimate thoroughfare right-of-way should be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function.

- *Transportation Policy #8 (Thoroughfares)* states that vehicular, bicycle, and pedestrian safety should be an important factor in the design of streets and roadways.

- *Transportation Policy #9 (Impacts on Local Neighborhoods)* states that neighborhood streets should be designed to discourage through traffic and unsafe speeds. If neighborhood streets are used for through traffic or if they are traveled at unsafe speeds, law enforcement and traffic operations techniques should be employed to mitigate these conditions.

- *Transportation Policy #11 (Transit Facilities)* states that the City should cooperate with transportation agencies to achieve the following objectives for the County's public transit system:

  - Provide all segments of the City's population, including the handicapped, elderly, youth and economically disadvantaged, with adequate access to public transit. Public transit should be designed to be an attractive, convenient, dependable and safe alternative to the automobile.

  - Enhance transit service in major commute corridors, and provide convenient transfers between public transit systems and other modes of travel.

- *Transportation Policy #16 (Pedestrian Facilities)* states that pedestrian travel should be encouraged as a viable mode of movement between high density residential and commercial areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the

Downtown Core Area and neighborhood business districts by providing safe and convenient pedestrian facilities.

- *Transportation Policy #41 (Bicycling)* states that the City should develop a safe, direct, and well-maintained transportation bicycle network linking residences, employment centers, schools, parks and transit facilities and should promote bicycling as an alternative mode of transportation for commuting as well as for recreation.

- *Transportation Policy #42 (Bicycling)* states that bike lanes are considered generally appropriate on arterial and major collector streets. Right-of-way requirements for bike lanes should be considered in conjunction with planning the major thoroughfares network and in implementing street improvement projects.

- *Transportation Policy #43 (Bicycling)* states that priority improvements to the Transportation Bicycle Network should include:

    - Bike routes linking light rail stations to nearby neighborhoods.
    - Bike paths along designated trails and pathways corridors.
    - Bike paths linking residential areas to major employment centers.

7.
Cumulative GPA Analysis

In addition to individual project impacts, each traffic report prepared for an EIR includes an analysis of cumulative impacts in order to satisfy CEQA requirements. The cumulative analysis includes all proposed General Plan land use and transportation network amendments, including those individual amendments that were exempted from preparing individual CUBE analyses. The context of the cumulative impacts analysis are the land uses and time frame assumed in the City's currently adopted General Plan. This chapter presents the long-term cumulative traffic impacts on the citywide transportation system associated with all of the proposed Winter 2008 General Plan Amendments in the City of San Jose.

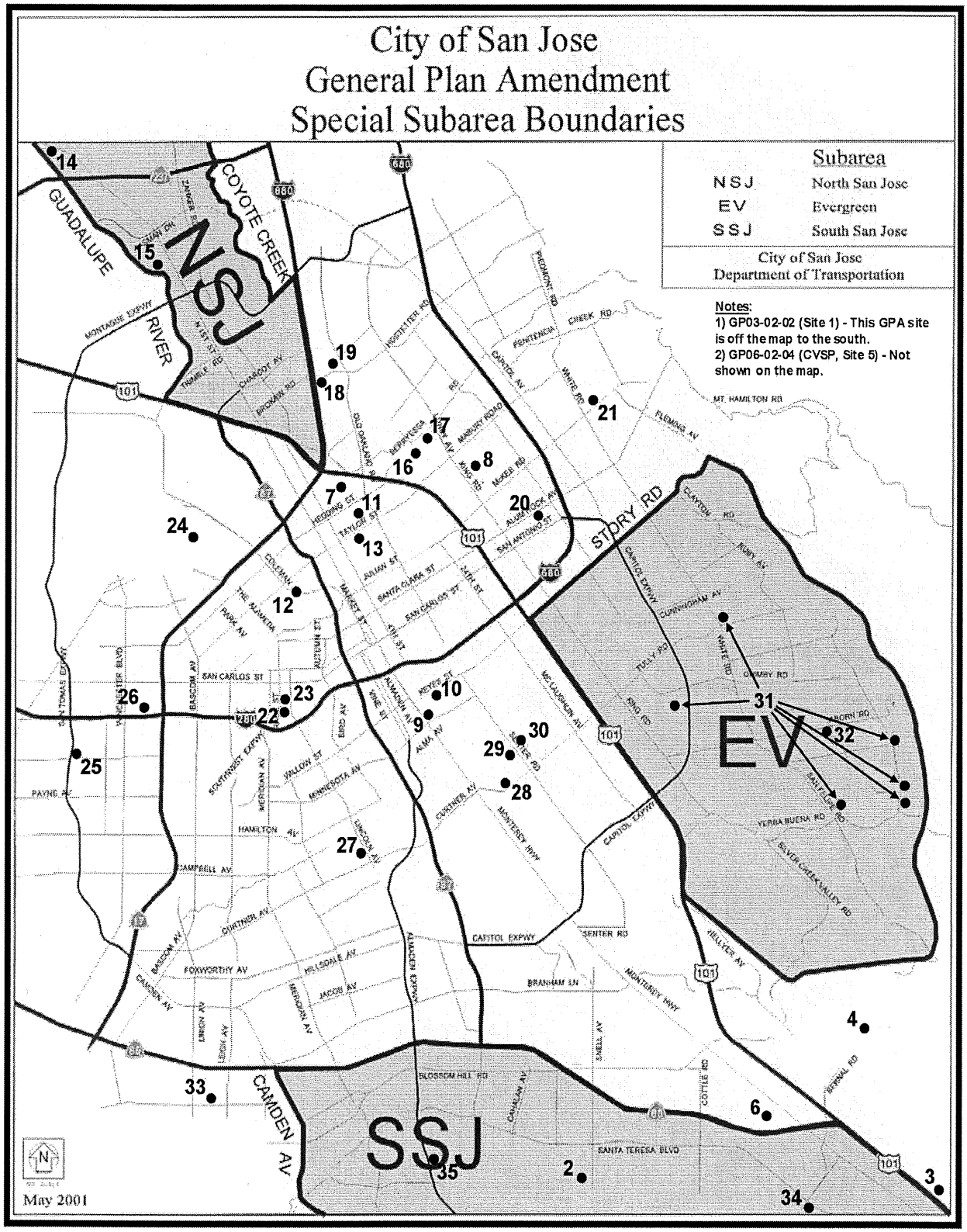
The cumulative impacts analysis will identify changes (net increases or decreases) in vehicle miles traveled (VMT) or vehicle hours traveled VHT, and the total increases in peak direction volume across all three cordon lines (subarea boundaries) shown in Figure 19. Impacts on regional screenlines in the vicinity of the individual General Plan amendments also will be examined in the cumulative analysis.

The General Plan Amendments listed below were evaluated for cumulative impacts. The location of each amendment (except for Site 5 – Coyote Valley Specific Plan GPA) is shown on Figure 19. Detailed information for each amendment site is provided in Appendix F.

General Plan Amendments

1) GP03-02-02
2) GP05-02-02
3) GP05-02-03
4) GP06-02-02
5) GP06-02-04 (CVSP)
6) GP07-02-01
7) GP05-03-05
8) GP05-03-07
9) GP06-03-02
10) GP07-03-01
11) GP07-03-02
12) GP07-03-03
13) GP07-03-04
14) GP04-04-02
15) GP05-04-08
16) GP06-04-01
17) GP06-04-05
18) GP07-04-01
19) GP07-04-02
20) GP05-05-03
21) GP06-05-01
22) GP05-06-01
23) GP05-06-02
24) GP05-06-03
25) GP06-06-02
26) GP07-06-01
27) GP07-06-03
28) GP02-07-03
29) GP05-07-02
30) GP06-07-04
31) GP05-08-01
32) GP06-08-01
33) GP04-09-01
34) GP04-10-01
35) GP07-10-01

Figure 19


City of San Jose
General Plan Amendment
Special Subarea Boundaries
Subarea
NSJ North San Jose
EV Evergreen
SSJ South San Jose
City of San Jose
Department of Transportation
Notes:
1) GP03-02-02 (Site 1) - This GPA site is off the map to the south.
2) GP06-02-04 (CVSP, Site 5) - Not shown on the map.
NSJ
EV
SSJ
GUADALUPE RIVER
COYOTE CREEK
STORY RD
CAMDEN AV
May 2001

General Plan Amendment GP05-08-01 (Evergreen Visioning Project) includes a network amendment that consists of downgrading Murillo Avenue, Nieman Boulevard, Quimby Road, Ruby Avenue, Delta Road, and Yerba Buena Road. These roadways are located in the Evergreen area of San Jose. Other General Plan Amendments listed above that include proposed changes to the roadway network include GP03-02-02 (network only), GP06-02-04 (Coyote Valley Specific Plan), GP07-03-03 (network only), and GP06-04-01. The remaining thirty proposed GPAs listed above are land use amendments only.

The thirty-five proposed GPAs collectively would produce a net change of 40,060 additional households and 12,359 additional jobs relative to the current adopted General Plan.

Thresholds of Significance

Cumulative impacts will be considered significant if any one of the following occurs during either the AM or PM peak hour:

- The total VMT and VHT both increase by 0.10 percent for all roadways in the Santa Clara County; or
- The peak direction volumes across any one of the special subarea cordon lines shown on Figure 19 increases by the percentage shown in Table 16 below; or
- The aggregated E/F link V/C ratios of nearby regional screenlines increase in the peak direction by at least 0.005, and total volumes on the same E/F links increase in the peak direction by at least 2.5 percent of the average link capacity.

Table 16
Impact Thresholds for Cordon Line Analysis

Special Policy Subarea	Percentage Change
North San Jose	0.15%
Evergreen	0.05%
South San Jose	0.15%

Source:
Methodology for Preparing Long Term Traffic Impact Assessments,
City of San Jose Department of Transportation, 2005/2006.

Cumulative Transportation Impacts

If one or more of the thresholds listed above is exceeded, the proposed General Plan amendments would have cumulatively significant adverse traffic impacts according to CEQA. In addition to analyzing significant CEQA impacts, the CUBE model is used to generate information about the operational conditions that might be anticipated if specific land use amendments are approved and implemented, as well as information about regional traffic movements that would be useful in understanding changes in traffic movement throughout the area.

Consistent with City policies and practice, the CUBE model used to evaluate traffic impacts includes all major transportation infrastructure identified in the General Plan *Land Use/Transportation Diagram*, including infrastructure that is not yet built and/or funded.

VMT and VHT Analysis

The total VMT and VHT both increase by more than 0.10 percent for all roadways in Santa Clara County during both the AM and PM peak traffic periods as a result of all the proposed GPAs.

Impact: Based on the impact criteria for the VMT and VHT analysis, the significant increases in VMT and VHT constitute a cumulatively significant adverse traffic impact.

The combined impact of all the cumulative projects included in the Winter 2008 cumulative GPA scenario would be significant increases in vehicle miles driven and hours spent on the roads countywide. This significant cumulative impact is mostly attributable to the following General Plan amendments: GP05-03-05 (Goodwill-DAL site), GP05-08-01 (Evergreen Visioning Project), GP06-04-01 (Berryessa Flea Market site), GP05-06-01 (Sobrato Race Street site 1), GP05-06-02 (Sobrato Race Street site 2), GP06-02-04 (Coyote Valley Specific Plan), GP07-02-01 (iSTAR site), and GP07-03-04 (Japantown Corporation Yard site). The detailed results of the VMT and VHT analysis for the Winter 2008 cumulative GPA scenario are contained in Appendix F.

Special Subarea Cordon Line Analysis

The peak direction traffic volumes across the Evergreen special subarea cordon line shown on Figure 19 increase by more than 0.05 percent for the Winter 2008 cumulative GPA scenario during both the AM and PM peak traffic periods. Additionally, the peak direction traffic volumes across the South San Jose and North San Jose special subarea cordon lines both increase by more than 0.15 percent for the Winter 2008 cumulative GPA scenario during the AM and PM peak periods.

Impact: Based on the impact criteria for cordon line analysis, the significant increases in peak direction traffic volumes across all three of the special subarea cordon lines constitute a cumulatively significant adverse traffic impact.

The cumulative projects included in the Winter 2008 cumulative GPA scenario would result in significant increases in traffic entering and exiting all three of the special subareas during both the AM and PM peak hours of traffic. The significant increases in peak direction traffic volumes across the three special subarea cordon lines are not triggered by any project individually. Considerable cumulative contributions to the significant increases across all three subarea cordon lines can be attributed to the Evergreen Visioning Project (GP05-08-01) and the Coyote Valley Specific Plan (GP06-02-04) GPAs. The iSTAR site GPA (GP07-02-01) also contributes a significant amount of peak direction traffic volumes across the Evergreen subarea cordon line. In addition, the Goodwill-DAL site (GP05-03-05), Berryessa Flea Market site (GP06-04-01), and Sobrato Race Street sites (GP05-06-01 and GP05-06-02) GPAs contribute a significant amount of peak direction traffic volumes across the North San Jose subarea cordon line.

The results of the cordon line analysis for the cumulative GPA scenario are shown in Tables 17 and 18.

Table 17
AM Peak Hour Cordon Line Analysis – Winter 2008 Cumulative

Base

		To								Total
	District	1	2	3	4	5	6	7	Totals	Outbound
From	1	4,029	419	255	4,068	6,415	2,829	152	18,167	
	2	1,535	7,608	766	7,611	4,855	1,938	238	24,552	16,943
	3	1,488	1,177	5,737	7,656	5,240	1,270	398	22,966	17,229
	4	10,929	7,768	5,805	73,183	44,868	11,848	1,597	155,999	
	5	10,000	2,767	2,454	29,236	113,283	25,098	4,226	187,063	
	6	7,877	1,550	905	11,587	37,278	929,394	3,362	991,952	
	7	525	378	407	2,328	4,886	2,751	66,827	78,102	
	Totals:	36,384	21,667	16,330	135,668	216,824	975,128	76,800	1,478,801	
	Total Inbound:	32,355								

Project

		To								Total
	District	1	2	3	4	5	6	7	Totals	Outbound
From	1	4,113	398	249	4,147	6,527	2,937	155	18,525	
	2	1,734	7,751	805	8,704	5,496	2,271	269	27,029	19,278
	3	1,436	1,033	5,539	8,014	5,198	1,316	411	22,946	17,407
	4	11,477	7,995	6,625	82,558	48,452	13,201	2,003	172,311	
	5	9,805	2,469	2,397	30,174	112,110	25,605	4,300	186,861	
	6	7,701	1,257	845	11,375	36,426	933,838	3,227	994,670	
	7	494	312	388	2,437	4,680	2,723	67,148	78,181	
	Totals:	36,759	21,216	16,847	147,409	218,888	981,891	77,513	1,500,524	
	Total Inbound:	32,646								

Total Change in Trips for Districts 1 Through 5 (Project - Base): 16,053
Corresponding Percent Change: 4.47%

Evergreen Subarea
Change to Outbound Volume: 2,335
Percent Change: **13.78%** (Significant impact for Evergreen = 0.05%)

South San Jose Subarea
Change to Outbound Volume: 179
Percent Change: **1.04%** (Significant impact for South San Jose = 0.15%)

North San Jose Subarea
Change to Inbound Volume: 291
Percent Change: **0.90%** (Significant impact for North San Jose = 0.15%)

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County
District 6 is North Counties
District 7 is South Counties

Source: City of San Jose General Plan Amendment Winter 2008 Cumulative Total AM Peak Hour Cordon Analysis (December 18, 2007).

Table 18
PM Peak Hour Cordon Line Analysis – Winter 2008 Cumulative

Base

		To								Total
	District	1	2	3	4	5	6	7	Totals	Outbound
From	1	6,270	1,555	1,438	12,090	12,447	8,534	594	42,928	36,657
	2	611	9,630	1,245	8,891	3,311	1,854	449	25,993	
	3	382	981	7,385	7,423	3,187	1,135	525	21,018	
	4	5,859	9,174	8,949	91,790	37,018	13,259	2,873	168,921	
	5	8,437	4,988	5,335	48,905	143,398	41,489	6,265	258,816	
	6	3,553	2,020	1,333	12,741	30,007	1,092,904	3,651	1,146,210	
	7	84	166	289	1,085	2,938	2,426	59,798	66,785	
	Totals:	25,196	28,513	25,974	182,925	232,306	1,161,601	74,155	1,730,670	
	Total Inbound:		18,883	18,589						

Project

		To								Total
	District	1	2	3	4	5	6	7	Totals	Outbound
From	1	6,355	1,727	1,389	12,617	12,255	8,363	567	43,274	36,919
	2	593	9,690	1,117	9,184	3,069	1,586	390	25,629	
	3	374	1,004	7,182	8,311	3,128	1,080	510	21,588	
	4	5,969	10,231	9,417	102,915	38,403	13,186	3,078	183,198	
	5	8,532	5,531	5,299	52,345	142,064	40,764	6,067	260,603	
	6	3,645	2,294	1,369	13,985	30,354	1,096,967	3,596	1,152,210	
	7	85	193	298	1,381	2,995	2,324	60,085	67,361	
	Totals:	25,554	30,669	26,071	200,738	232,269	1,164,269	74,293	1,753,863	
	Total Inbound:		20,979	18,890						

Total Change in Trips for Districts 1 Through 5 (Project - Base): 18,003
Corresponding Percent Change: 4.08%

Evergreen Subarea
Change to Inbound Volume: 2,096
Percent Change: **11.10%** (Significant impact for Evergreen = 0.05%)

South San Jose Subarea
Change to Inbound Volume: 301
Percent Change: **1.62%** (Significant impact for South San Jose = 0.15%)

North San Jose Subarea
Change to Outbound Volume: 262
Percent Change: **0.71%** (Significant impact for North San Jose = 0.15%)

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County
District 6 is North Counties
District 7 is South Counties

Source: City of San Jose General Plan Amendment Winter 2008 Cumulative Total PM Peak Hour Cordon Analysis (December 18, 2007).

Screenline Analysis

Thirty-five sets of screenlines were analyzed for the Winter 2008 cumulative GPA scenario during the AM and PM peak hours. The general location of each screenline (link set), as well as a description of the parallel facilities that make up each link set, are contained in Table 19.

Impact: Based on the screenline impact criteria for LOS E/F links, the significant increases in V/C and the corresponding significant increases in traffic volumes across twenty-two of the thirty-five regional screenline link sets that were analyzed constitute cumulatively significant adverse traffic impacts. In every case but one where a cumulatively significant impact did occur, the sets of congested roadways (link sets) were impacted during both the AM and PM peak hours. Link set 7 was impacted during the PM peak hour only.

The significant impacts to all twenty-two impacted screenline link sets are at least partially attributable to the Coyote Valley Specific Plan GPA (GP06-02-04). Twenty of the twenty-two screenline impacts also are partly attributable to the Evergreen Visioning Project GPA (GP05-08-01). In addition, a number of other proposed GPAs also contribute toward the cumulatively significant impacts to specific screenline link sets as indicated below:

- Link sets 1 through 7 and link sets 12 through 15 – GP06-04-01 (Berryessa Flea Market site GPA)
- Link sets 2 and 3 – GP05-03-05 (Goodwill-DAL site GPA)
- Link sets 1, 4, 5, 6 and 13 – GP05-03-07 (Las Plumas Avenue GPA site) and GP06-04-05 (Berryessa Road/Salamoni Court site GPA)
- Link set 7 – GP05-03-07 (Las Plumas Avenue GPA site)
- Link sets 1, 12 and 13 – GP07-03-04 (Japantown Corporation Yard site)
- Link sets 26 and 32 – GP07-02-01 (iSTAR site GPA)

A summary of the Winter 2008 cumulative screenline analysis results is shown in Table 19. The detailed results of the cumulative screenline analysis are contained in Appendix F.

Japantown Corp Yard GPA Site Contribution to Cumulatively Significant Impacts

According to the Winter 2008 cumulative CUBE model analysis, the proposed Japantown Corporation Yard site GPA (GP07-03-04) would contribute significantly to the following:

- Cumulatively significant traffic impacts due to increases in VMT and VHT for all roadways in Santa Clara County during both the AM and PM peak traffic periods.
- Cumulatively significant traffic impacts due to increases in V/C and peak hour traffic volumes for three of the thirty-five screenline link sets (link sets 1, 12 and 13 – parallel roadway facilities located south of SR 17 and I-880) analyzed for the Winter 2008 cumulative GPA scenario.

As indicated above, the Japantown Corporation Yard site GPA would contribute a significant amount of traffic across screenline link sets 1, 12 and 13. The proposed GPA also would result in traffic increases across screenline link sets 2 through 8, 14 and 15, although not a significant amount. Thus, of the thirty-five sets of links that were analyzed for the Winter 2008 cumulative GPA scenario, the proposed Japantown Corporation Yard GPA would have an effect on twelve sets of links, since the roadway facilities that make up these link sets are located in the vicinity of the Japantown Corporation Yard site. The other twenty-three sets of links that were analyzed for the Winter 2008 cumulative GPA scenario would not be directly affected by the proposed GPA.

The locations of the 12 link sets that would be affected by the Japantown Corporation Yard GPA are described below and are shown on Figure 20.

- Link Set #1 includes the following parallel roadway facilities located south of SR 17 and I-880: SR 87, North First Street, North Fourth Street, North Tenth Street, and Oakland Road.
- Link Set #2 includes the following parallel roadway facilities located north of SR 17 and I-880: Coleman Avenue, Airport Boulevard, North First Street, North Fourth Street, and US 101.
- Link Set #3 includes the following parallel roadway facilities located south of US 101: North First Street, Skyport Drive, North Fourth Street, I-880, North Tenth Street, and Hedding Street.
- Link Set #4 includes the following parallel roadway facilities located east of I-880 and Tenth and Eleventh Streets: Taylor Street, Mission Street, Hedding Street, and US 101.
- Link Set #5 includes the following parallel roadway facilities located east of US 101: I-280, San Antonio Street, Alum Rock Avenue, McKee Road, Mabury Road, Berryessa Road, and Murphy Avenue.
- Link Set #6 includes the following parallel roadway facilities located south of Jackson Street: US 101, King Road, Jackson Avenue, and I-680.
- Link Set #7 includes the following parallel roadway facilities located east of King Road, Lundy Avenue and Milpitas Boulevard: Hostetter Road, Sierra Road, Berryessa Road, Mabury Road, McKee Road, Alum Rock Avenue, San Antonio Street, and I-680.
- Link Set #8 includes the following parallel roadway facilities located south of I-280: SR 87, Vine Street, Almaden Avenue, South First Street, South Second Street, South Third Street, South Seventh Street, South Eleventh Street, McLaughlin Avenue, and US 101.
- Link Set #12 includes the following parallel roadway facilities located south of Naglee Avenue, Jackson Street, and Mabury Road: SR 87, North First Street, North Second Street, North Third Street, North Fourth Street, North Seventh Street, North Tenth Street, and North Eleventh Street.
- Link Set #13 includes the following parallel roadway facilities located south of SR 17 and I-880: SR 87, North First Street, North Fourth Street, North Tenth Street, and Oakland Road.
- Link Set #14 includes the following parallel roadway facilities located east of I-880 and Tenth and Eleventh Streets: St. James Street, Julian Street, Washington Street, Empire Street, Jackson Street, Taylor Street, Mission Street, Hedding Street, and US 101.
- Link Set #15 includes the following parallel roadway facilities that cross over the Guadalupe River: I-880, Hedding Street, Taylor Street, Coleman Avenue, and Julian Street.

Table 19
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northwestbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Southeastbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 1	CA-87	1814	1900	0.95	1948	1900	1.03	YES	134	5323	3800	1.40	5719	3800	1.51	YES	396
GP05-03-05	CA-87	4851	3800	1.28	5031	3800	1.32	YES	180	1271	1900	0.67	1363	1900	0.72	NO	92
S/O SR-17 & I-880	N First	1755	1800	0.98	1723	1800	0.96	YES	-32	1777	1800	0.99	1831	1800	1.02	YES	54
	N Fourth	1663	1800	0.92	1781	1800	0.99	YES	118	1960	1800	1.09	1872	1800	1.04	YES	-88
	N 10th	1650	1800	0.92	1657	1800	0.92	YES	7	1720	1800	0.96	1744	1800	0.97	YES	24
	Oakland	2102	2700	0.78	2080	2700	0.77	NO	-22	2337	2700	0.87	2482	2700	0.92	YES	145
	All Link Totals:	13835	13800		14220	13800			385	14388	13800		15011	13800			623
	All Link Avg. Capacity:		2300			2300					2300			2300			
	LOS E/F Link Totals:	11733	11100		12140	11100			406	13117	11900		13648	11900			531
	E/F Link Avg. Capacity:		2220			2220					2380			2380			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2300	x 5% =	115	volume	Average Link Capacity of:	2300	x 5% =	115	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	2220	x 2.5% =	55	volume	Average LOS E/F Link Capacity:	2380	x 2.5% =	59	volume

LOS E/F Links Screenline Impact Summary - Link Set #1

	AM Peak hour	PM Peak hour
Change in V/C:	0.037	0.045
Change in Volume:	406	531
Impact Threshold:	0.005 V/C & volume of: 55	0.005 V/C & volume of: 59
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northwestbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Southeastbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 2	Coleman	3099	2700	1.15	3202	2700	1.19	YES	103	2630	2700	0.97	2690	2700	1.00	YES	60
GP05-03-05	Airport	285	1800	0.16	251	1800	0.14	NO	-34	741	1800	0.41	773	1800	0.43	NO	32
N/O SR-17 & I-880	Airport	909	1800	0.51	911	1800	0.51	NO	2	1986	1800	1.10	1999	1800	1.11	YES	13
	N First	1831	1800	1.02	1955	1800	1.09	YES	124	1733	1800	0.96	1728	1800	0.96	YES	-5
	N Fourth	2098	1800	1.17	2161	1800	1.20	YES	63	2557	1800	1.42	2593	1800	1.44	YES	36
	US-101	1889	1900	0.99	2004	1900	1.05	YES	115	8066	5700	1.42	8321	5700	1.46	YES	255
	US-101	8038	5700	1.41	8326	5700	1.46	YES	288	2145	1900	1.13	2177	1900	1.15	YES	32
	All Link Totals:	18149	17500		18810	17500			661	19858	17500		20281	17500			425
	All Link Avg. Capacity:		2500			2500					2500			2500			
	LOS E/F Link Totals:	16955	13900		17648	13900			693	19117	15700		19508	15700			394
	E/F Link Avg. Capacity:		2780			2780					2617			2617			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2500	x 5% =	125	volume	Average Link Capacity of:	2500	x 5% =	125	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	2780	x 2.5% =	69	volume	Average LOS E/F Link Capacity:	2617	x 2.5% =	65	volume

LOS E/F Links Screenline Impact Summary - Link Set #2

	AM Peak hour	PM Peak hour
Change in V/C:	0.050	0.025
Change in Volume:	693	394
Impact Threshold:	0.005 V/C & volume of: 69	0.005 V/C & volume of: 65
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Southbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 3	N First	1771	1800	0.98	1864	1800	1.04	YES	93	1812	1800	1.01	1892	1800	1.05	YES	80
GP05-03-05	Skyport	1515	1800	0.84	1663	1800	0.92	YES	148	1155	1800	0.64	1273	1800	0.71	NO	118
S/O US-101	N Fourth	1972	1800	1.10	2016	1800	1.12	YES	44	2207	1800	1.23	2186	1800	1.21	YES	-21
	I-880	5991	5700	1.05	5963	5700	1.05	YES	-28	7238	5700	1.27	7453	5700	1.31	YES	215
	I-880 Aux	972	1900	0.51	1090	1900	0.57	NO	118	--	--	--	--	--	--	--	--
	N 10th	1626	1800	0.90	1671	1800	0.93	YES	45	1848	1800	1.03	1896	1800	1.05	YES	48
	Hedding	1344	1800	0.75	1694	1800	0.94	YES	350	1559	1800	0.87	1581	1800	0.88	NO	22
	All Link Totals:	15191	16600		15961	16600			768	15819	14700		16281	14700			461
	All Link Avg. Capacity:		2371			2371					2450			2450			
	LOS E/F Link Totals:	14219	14700		14871	14700			651	13105	11100		13427	11100			321
	E/F Link Avg. Capacity:		2450			2450					2775			2775			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2371	x 5% =	118	volume	Average Link Capacity of:	2450	x 5% =	122	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	2450	x 2.5% =	61	volume	Average LOS E/F Link Capacity:	2775	x 2.5% =	69	volume

LOS E/F Links Screenline Impact Summary - Link Set #3

	AM Peak hour	PM Peak hour
Change in V/C:	0.044	0.029
Change in Volume:	651	321
Impact Threshold:	0.005 V/C & volume of: 61	0.005 V/C & volume of: 69
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Westbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change	PM Peak Hour (Eastbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change
Link Set 4	Taylor	873	900	0.97	962	900	1.07	YES	89	890	900	0.99	941	900	1.05	YES	51
GP05-03-05	Mission	430	600	0.72	560	600	0.93	YES	130	527	600	0.88	508	600	0.85	NO	-19
E/O I-880 &	Hedding	1833	1800	1.02	1822	1800	1.01	YES	-11	1899	1800	1.06	1868	1800	1.04	YES	-31
10th/11th	US-101	2183	1900	1.15	2039	1900	1.07	YES	-144	2291	1900	1.21	2497	1900	1.31	YES	206
	US-101	7179	5700	1.26	7584	5700	1.33	YES	405	7154	5700	1.26	7518	5700	1.32	YES	364
	US-101	2381	1900	1.25	2651	1900	1.40	YES	270	2233	1900	1.18	2347	1900	1.24	YES	114
	All Link Totals:	14879	12800		15618	12800			739	14994	12800		15679	12800			686
	All Link Avg. Capacity:		2133			2133					2133			2133			
	LOS E/F Link Totals:	14879	12800		15618	12800			739	14467	12200		15171	12200			705
	E/F Link Avg. Capacity:		2133			2133					2440			2440			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2133	x 5% =	106	volume	Average Link Capacity of:	2133	x 5% =	106	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	2133	x 2.5% =	53	volume	Average LOS E/F Link Capacity:	2440	x 2.5% =	61	volume

LOS E/F Links Screenline Impact Summary - Link Set #4

	AM Peak hour	PM Peak hour
Change in V/C:	0.058	0.058
Change in Volume:	739	705
Impact Threshold:	0.005 V/C & volume of: 53	0.005 V/C & volume of: 61
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Westbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Eastbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 5	I-280	7000	7600	0.92	7211	7600	0.95	YES	211	4358	5250	0.83	4735	5250	0.90	NO	377
GP05-03-07	F2F 680 to 101	3802	5250	0.72	4173	5250	0.79	NO	371	7700	7600	1.01	8003	7600	1.05	YES	303
E/O US-101	San Antonio	410	600	0.68	560	600	0.93	YES	150	603	600	1.01	603	600	1.01	YES	0
	Alum Rock	1832	1800	1.02	1846	1800	1.03	YES	14	1820	1800	1.01	1878	1800	1.04	YES	58
	McKee	2800	2700	1.04	2858	2700	1.06	YES	58	2767	2700	1.02	2954	2700	1.09	YES	187
	Mabury	1912	1800	1.06	1997	1800	1.11	YES	85	1978	1800	1.10	1986	1800	1.10	YES	8
	Berryessa	2724	2700	1.01	2868	2700	1.06	YES	144	3050	2700	1.13	3161	2700	1.17	YES	111
	Murphy	2802	2700	1.04	2980	2700	1.10	YES	178	2863	2700	1.06	2899	2700	1.07	YES	36
	All Link Totals:	23282	25150		24493	25150			1208	25139	25150		26219	25150			1080
	All Link Avg. Capacity:		3144			3144					3144			3144			
	LOS E/F Link Totals:	19480	19900		20320	19900			837	20781	19900		21484	19900			703
	E/F Link Avg. Capacity:		2843			2843					2843			2843			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	3144	x 5% =	157	volume	Average Link Capacity of:	3144	x 5% =	157	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	2843	x 2.5% =	71	volume	Average LOS E/F Link Capacity:	2843	x 2.5% =	71	volume

LOS E/F Links Screenline Impact Summary - Link Set #5

	AM Peak hour	PM Peak hour
Change in V/C:	0.042	0.035
Change in Volume:	837	703
Impact Threshold:	0.005 V/C & volume of: 71	0.005 V/C & volume of: 71
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Southbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 6	US-101	1843	1900	0.97	2021	1900	1.06	YES	178	2130	1900	1.12	2246	1900	1.18	YES	116
GP05-03-07	US-101	6605	5700	1.16	6691	5700	1.17	YES	86	6847	5700	1.20	7203	5700	1.26	YES	356
S/O Jackson	US-101	2189	1900	1.15	2174	1900	1.14	YES	-15	2181	1900	1.15	2366	1900	1.25	YES	185
	King	1563	1800	0.87	1676	1800	0.93	YES	113	1751	1800	0.97	1796	1800	1.00	YES	45
	Jackson	771	1800	0.43	1085	1800	0.60	NO	314	1468	1800	0.82	1617	1800	0.90	NO	149
	I-680	7941	7600	1.04	8251	7600	1.09	YES	310	9340	7600	1.23	9730	7600	1.28	YES	390
	All Link Totals:	20912	20700		21898	20700			986	23717	20700		24958	20700			1240
	All Link Avg. Capacity:		3450			3450					3450			3450			
	LOS E/F Link Totals:	20141	18900		20813	18900			672	22249	18900		23341	18900			1091
	E/F Link Avg. Capacity:		3780			3780					3780			3780			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	3450	x 5% =	172	volume	Average Link Capacity of:	3450	x 5% =	172	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	3780	x 2.5% =	94	volume	Average LOS E/F Link Capacity:	3780	x 2.5% =	94	volume

LOS E/F Links Screenline Impact Summary - Link Set #6

	AM Peak hour	PM Peak hour
Change in V/C:	0.036	0.058
Change in Volume:	672	1091
Impact Threshold:	0.005 V/C & volume of: 94	0.005 V/C & volume of: 94
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Westbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Eastbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 7	Hostetter	2338	2700	0.87	2440	2700	0.90	NO	102	2398	2700	0.89	2474	2700	0.92	YES	76
GP05-03-07	Sierra	355	1200	0.30	492	1200	0.41	NO	137	843	1200	0.70	534	1200	0.45	NO	-309
E/O King/Lundy/	Berryessa	2303	2700	0.85	2302	2700	0.85	NO	-1	2533	2700	0.94	2596	2700	0.96	YES	63
Milpitas	Mabury	1014	1800	0.56	1017	1800	0.57	NO	3	1183	1800	0.66	1334	1800	0.74	NO	151
	McKee	2555	2700	0.95	2514	2700	0.93	YES	-41	2539	2700	0.94	2643	2700	0.98	YES	104
	Alum Rock	1387	1800	0.77	1465	1800	0.81	NO	78	1256	1800	0.70	1384	1800	0.77	NO	128
	San Antonio	251	600	0.42	286	600	0.48	NO	35	346	600	0.58	405	600	0.68	NO	59
	I-680	3253	3800	0.86	3398	3800	0.89	NO	145	7812	7600	1.03	8089	7600	1.06	YES	277
	I-680	6657	7600	0.88	6863	7600	0.90	NO	206	1999	1900	1.05	2072	1900	1.09	YES	73
	All Link Totals:	20113	24900		20777	24900			667	20909	23000		21531	23000			622
	All Link Avg. Capacity:		2767			2767					2556			2556			
	LOS E/F Link Totals:	2555	2700		2514	2700			-40	17281	17600		17874	17600			594
	E/F Link Avg. Capacity:		2700			2700					3520			3520			

Impact Thresholds

		AM Peak Hour				PM Peak Hour			
All Links:	Average Link Capacity of:	2767	x 5% =	138	volume	2556	x 5% =	127	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	2700	x 2.5% =	67	volume	3520	x 2.5% =	88	volume

LOS E/F Links Screenline Impact Summary - Link Set #7

	AM Peak hour	PM Peak hour
Change in V/C:	-0.015	0.034
Change in Volume:	-40	594
Impact Threshold:	0.005 V/C & volume of: 67	0.005 V/C & volume of: 88
Significant Impact?:	NO	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Southbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 8	CA-87	2141	1900	1.13	2282	1900	1.20	YES	141	2370	2800	0.85	2601	2800	0.93	YES	231
GP-07-03-01	CA-87	4293	3800	1.13	4604	3800	1.21	YES	311	4136	3800	1.09	4435	3800	1.17	YES	299
S/O I-280	CA-87	1232	1400	0.88	1348	1400	0.96	YES	116	1877	1900	0.99	2071	1900	1.09	YES	194
	Vine	463	650	0.71	606	650	0.93	YES	143	636	650	0.98	635	650	0.98	YES	-1
	Almaden	424	650	0.65	615	650	0.95	YES	191	515	650	0.79	656	650	1.01	YES	141
	S. First	2737	2700	1.01	2843	2700	1.05	YES	106	2779	2700	1.03	2877	2700	1.07	YES	98
	S. Second	281	600	0.47	555	600	0.93	YES	274	366	600	0.61	484	600	0.81	NO	118
	S. Third	597	650	0.92	624	650	0.96	YES	27	622	650	0.96	610	650	0.94	YES	-12
	S. Seventh	602	650	0.93	643	650	0.99	YES	41	620	650	0.95	796	650	1.22	YES	176
	S. 10th/11th	1192	1300	0.92	1242	1300	0.96	YES	50	1254	1300	0.96	1256	1300	0.97	YES	2
	McLaughlin	1596	1800	0.89	1742	1800	0.97	YES	146	1677	1800	0.93	1829	1800	1.02	YES	152
	F2F 280 to 101	--	--	--	--	--	--	--	--	5063	5250	0.96	5527	5250	1.05	YES	464
	US-101	1485	1900	0.78	1697	1900	0.89	NO	212	5425	5700	0.95	5579	5700	0.98	YES	154
	US-101	5121	5700	0.90	5440	5700	0.95	YES	319	1257	1900	0.66	1434	1900	0.75	NO	177
	US-101	1422	1400	1.02	1417	1400	1.01	YES	-5	1362	1400	0.97	1445	1400	1.03	YES	83
	All Link Totals:	23586	25100		25658	25100			2070	29959	31750		32235	31750			2275
	All Link Avg. Capacity:		1793			1793					2117			2117			
	LOS E/F Link Totals:	22101	23200		23961	23200			1858	28336	29250		30317	29250			1980
	E/F Link Avg. Capacity:		1785			1785					2250			2250			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	1793	x 5% =	89	volume	Average Link Capacity of:	2117	x 5% =	105	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	1785	x 2.5% =	44	volume	Average LOS E/F Link Capacity:	2250	x 2.5% =	56	volume

LOS E/F Links Screenline Impact Summary - Link Set #8

	AM Peak hour	PM Peak hour
Change in V/C:	0.080	0.068
Change in Volume:	1858	1980
Impact Threshold:	0.005 V/C & volume of: 44	0.005 V/C & volume of: 56
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Westbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Eastbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 9	Tully	1639	2700	0.61	2061	2700	0.76	NO	422	2028	2700	0.75	2236	2700	0.83	NO	208
GP-07-03-01	Phelan	60	1800	0.03	73	1800	0.04	NO	13	231	1800	0.13	217	1800	0.12	NO	-14
E/O I-880 &	Alma	1	1200	0.00	14	1200	0.01	NO	13	402	1200	0.34	518	1200	0.43	NO	116
10th/11th	Story	2268	2700	0.84	2432	2700	0.90	NO	164	2308	2700	0.85	2290	2700	0.85	NO	-18
	I-280	8579	7600	1.13	9073	7600	1.19	YES	494	1703	1900	0.90	1654	1900	0.87	NO	-49
	I-280	2016	1900	1.06	2076	1900	1.09	YES	60	9097	7600	1.20	9648	7600	1.27	YES	551
	All Link Totals:	14563	17900		15729	17900			1165	15769	17900		16563	17900			792
	All Link Avg. Capacity:		2983			2983					2983			2983			
	LOS E/F Link Totals:	10595	9500		11149	9500			553	9097	7600		9648	7600			551
	E/F Link Avg. Capacity:		4750			4750					7600			7600			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2983	x 5% =	149	volume	Average Link Capacity of:	2983	x 5% =	149	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	4750	x 2.5% =	118	volume	Average LOS E/F Link Capacity:	7600	x 2.5% =	190	volume

LOS E/F Links Screenline Impact Summary - Link Set #9

	AM Peak hour	PM Peak hour
Change in V/C:	0.058	0.073
Change in Volume:	553	551
Impact Threshold:	0.005 V/C & volume of: 118	0.005 V/C & volume of: 190
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Westbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Eastbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 10	I-280	2057	1900	1.08	2024	1900	1.07	YES	-33	9155	7600	1.20	9757	7600	1.28	YES	602
GP-07-03-01	I-280	8486	7600	1.12	8751	7600	1.15	YES	265	2246	3800	0.59	2165	3800	0.57	NO	-81
E/O Monterey	Virginia	286	650	0.44	375	650	0.58	NO	89	424	650	0.65	584	650	0.90	YES	160
	Keyes	1629	1800	0.91	1485	1800	0.83	NO	-144	1537	2700	0.57	1502	2700	0.56	NO	-35
	Humboldt	--	--	--	--	--	--	--	--	99	2700	0.04	144	2700	0.05	NO	45
	Alma	76	1200	0.06	296	1200	0.25	NO	220	473	1200	0.39	763	1200	0.64	NO	290
	Phelan	261	1800	0.15	626	1800	0.35	NO	365	617	1800	0.34	733	1800	0.41	NO	116
	Tully	1402	2700	0.52	1555	2700	0.58	NO	153	1505	2700	0.56	1434	2700	0.53	NO	-71
	All Link Totals:	14197	17650		15112	17650			915	16056	23150		17082	23150			1027
	All Link Avg. Capacity:		2521			2521					2894			2894			
	LOS E/F Link Totals:	10543	9500		10775	9500			232	9579	8250		10341	8250			761
	E/F Link Avg. Capacity:		4750			4750					4125			4125			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2521	x 5% =	126	volume	Average Link Capacity of:	2894	x 5% =	144	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	4750	x 2.5% =	118	volume	Average LOS E/F Link Capacity:	4125	x 2.5% =	103	volume

LOS E/F Links Screenline Impact Summary - Link Set #10

	AM Peak hour	PM Peak hour
Change in V/C:	0.024	0.092
Change in Volume:	232	761
Impact Threshold:	0.005 V/C & volume of: 118	0.005 V/C & volume of: 103
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Southbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 11	CA-87	1964	1900	1.03	2163	1900	1.14	YES	199	5221	3800	1.37	5515	3800	1.45	YES	294
GP-07-03-01	CA-87	4947	3800	1.30	5185	3800	1.36	YES	238	1838	1900	0.97	2030	1900	1.07	YES	192
N/O Hamilton,	Almaden Exp	2195	2700	0.81	2291	2700	0.85	NO	96	2193	2700	0.81	2415	2700	0.89	NO	222
S/O Minnesota/	Monterey Hwy	2199	2700	0.81	2535	2700	0.94	YES	336	2592	2700	0.96	2591	2700	0.96	YES	-1
Alma	S. Seventh	184	1200	0.15	417	1200	0.35	NO	233	307	1200	0.26	478	1200	0.40	NO	171
	S. 10th	489	1800	0.27	508	1800	0.28	NO	19	755	1800	0.42	1090	1800	0.61	NO	335
	Senter	1501	2700	0.56	1514	2700	0.56	NO	13	1556	2700	0.58	1693	2700	0.63	NO	137
	Lucretia	391	1200	0.33	496	1200	0.41	NO	105	312	1200	0.26	335	1200	0.28	NO	23
	McLaughlin	1499	1800	0.83	1531	1800	0.85	NO	32	1501	1800	0.83	1508	1800	0.84	NO	7
	US-101	--	--	--	--	--	--	--	--	4204	3800	1.11	4507	3800	1.19	YES	303
	US-101	1526	1900	0.80	1723	1900	0.91	YES	197	1521	1900	0.80	1712	1900	0.90	NO	191
	US-101	5153	5700	0.90	5469	5700	0.96	YES	316	6325	5700	1.11	6623	5700	1.16	YES	298
	All Link Totals:	22048	27400		23832	27400			1781	28325	31200		30497	31200			2173
	All Link Avg. Capacity:		2491			2491					2600			2600			
	LOS E/F Link Totals:	15789	16000		17075	16000			1285	20180	17900		21266	17900			1086
	E/F Link Avg. Capacity:		3200			3200					3580			3580			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2491	x 5% =	124	volume	Average Link Capacity of:	2600	x 5% =	130	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	3200	x 2.5% =	80	volume	Average LOS E/F Link Capacity:	3580	x 2.5% =	89	volume

LOS E/F Links Screenline Impact Summary - Link Set #11

	AM Peak hour	PM Peak hour
Change in V/C:	0.080	0.061
Change in Volume:	1285	1086
Impact Threshold:	0.005 V/C & volume of: 80	0.005 V/C & volume of: 89
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Southbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 12	CA-87	1795	1900	0.94	1658	1900	0.87	YES	-137	1342	1400	0.96	1482	1400	1.06	YES	140
GP-07-03-04	CA-87	4058	3800	1.07	4400	3800	1.16	YES	342	4401	3800	1.16	4507	3800	1.19	YES	106
S/O Nagleee/	CA-87	1472	1400	1.05	1391	1400	0.99	YES	-81	1348	1900	0.71	1396	1900	0.73	NO	48
Jackson/Mabury	N. First	966	900	1.07	922	900	1.02	YES	-44	516	900	0.57	483	900	0.54	NO	-33
	N. Second	--	--	--	--	--	--	--	--	586	650	0.90	612	650	0.94	YES	26
	N. Third	261	650	0.40	349	650	0.54	NO	88	559	650	0.86	646	650	0.99	YES	87
	N. Fourth	899	900	1.00	944	900	1.05	YES	45	929	900	1.03	1013	900	1.13	YES	84
	N. Seventh	547	600	0.91	550	600	0.92	YES	3	560	600	0.93	602	600	1.00	YES	42
	N. Tenth	544	600	0.91	546	600	0.91	YES	2	641	600	1.07	589	600	0.98	YES	-52
	N. Eleventh	529	600	0.88	521	600	0.87	NO	-8	545	600	0.91	615	600	1.03	YES	70
	All Link Totals:	11071	11350		11281	11350			208	11427	12000		11945	12000			519
	All Link Avg. Capacity:		1261			1261					1200			1200			
	LOS E/F Link Totals:	10281	10100		10411	10100			129	9563	9200		10066	9200			504
	E/F Link Avg. Capacity:		1443			1443					1150			1150			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	1261	x 5% =	63	volume	Average Link Capacity of:	1200	x 5% =	60	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	1443	x 2.5% =	36	volume	Average LOS E/F Link Capacity:	1150	x 2.5% =	28	volume

LOS E/F Links Screenline Impact Summary - Link Set #12

	AM Peak hour	PM Peak hour
Change in V/C:	0.013	0.055
Change in Volume:	129	504
Impact Threshold:	0.005 V/C & volume of: 36	0.005 V/C & volume of: 28
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northwestbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change	PM Peak Hour (Southeastbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change
Link Set 13	CA-87	1814	1900	0.95	1948	1900	1.03	YES	134	5323	3800	1.40	5719	3800	1.51	YES	396
GP-07-03-04	CA-87	4851	3800	1.28	5031	3800	1.32	YES	180	1271	1900	0.67	1363	1900	0.72	NO	92
S/O SR 17 & I-880	N. First	1817	1800	1.01	1866	1800	1.04	YES	49	1822	1800	1.01	1934	1800	1.07	YES	112
	N. Fourth	2098	1800	1.17	2161	1800	1.20	YES	63	2557	1800	1.42	2593	1800	1.44	YES	36
	N. Tenth	1626	1800	0.90	1671	1800	0.93	YES	45	1848	1800	1.03	1896	1800	1.05	YES	48
	Oakland	2102	2700	0.78	2080	2700	0.77	NO	-22	2337	2700	0.87	2482	2700	0.92	YES	145
	All Link Totals:	14308	13800		14757	13800			449	15158	13800		15987	13800			830
	All Link Avg. Capacity:		2300			2300					2300			2300			
	LOS E/F Link Totals:	12206	11100		12677	11100			471	13887	11900		14624	11900			738
	E/F Link Avg. Capacity:		2220			2220					2380			2380			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2300	x 5% =	115	volume	Average Link Capacity of:	2300	x 5% =	115	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	2220	x 2.5% =	55	volume	Average LOS E/F Link Capacity:	2380	x 2.5% =	59	volume

LOS E/F Links Screenline Impact Summary - Link Set #13

	AM Peak hour	PM Peak hour
Change in V/C:	0.042	0.062
Change in Volume:	471	738
Impact Threshold:	0.005 V/C & volume of: 55	0.005 V/C & volume of: 59
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Westbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Eastbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 14	St James	577	900	0.64	574	900	0.64	NO	-3	691	900	0.77	910	900	1.01	YES	219
GP-07-03-04	Julian	778	900	0.86	820	900	0.91	YES	42	703	900	0.78	743	900	0.83	NO	40
E/O I-880 &	Washington	96	600	0.16	27	600	0.05	NO	-69	265	600	0.44	199	600	0.33	NO	-66
10th/11th	Empire	291	600	0.49	127	600	0.21	NO	-164	394	600	0.66	555	600	0.93	YES	161
	Jackson	422	600	0.70	431	600	0.72	NO	9	506	600	0.84	585	600	0.98	YES	79
	Taylor	873	900	0.97	962	900	1.07	YES	89	890	900	0.99	941	900	1.05	YES	51
	Mission	430	600	0.72	560	600	0.93	YES	130	527	600	0.88	508	600	0.85	NO	-19
	Hedding	1833	1800	1.02	1822	1800	1.01	YES	-11	1899	1800	1.06	1868	1800	1.04	YES	-31
	US 101	2183	1900	1.15	2039	1900	1.07	YES	-144	2291	1900	1.21	2497	1900	1.31	YES	206
	US 101	7179	5700	1.26	7584	5700	1.33	YES	405	7154	5700	1.26	7518	5700	1.32	YES	364
	US 101	2381	1900	1.25	2651	1900	1.40	YES	270	2233	1900	1.18	2347	1900	1.24	YES	114
	All Link Totals:	17043	16400		17597	16400			555	17553	16400		18671	16400			1119
	All Link Avg. Capacity:		1491			1491					1491			1491			
	LOS E/F Link Totals:	15657	13700		16438	13700			781	16058	14300		17221	14300			1163
	E/F Link Avg. Capacity:		1957			1957					1788			1788			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	1491	x 5% =	74	volume	Average Link Capacity of:	1491	x 5% =	74	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	1957	x 2.5% =	48	volume	Average LOS E/F Link Capacity:	1788	x 2.5% =	44	volume

LOS E/F Links Screenline Impact Summary - Link Set #14

	AM Peak hour	PM Peak hour
Change in V/C:	0.057	0.081
Change in Volume:	781	1163
Impact Threshold:	0.005 V/C & volume of: 48	0.005 V/C & volume of: 44
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Westbound)								PM Peak Hour (Eastbound)							
		Base Condition			Project Condition				Volume	Base Condition			Project Condition				Volume
		Volume	Capacity	V/C	Volume	Capacity	V/C	LOS E/F?	Change	Volume	Capacity	V/C	Volume	Capacity	V/C	LOS E/F?	Change
Link Set 15	I-880	6112	5700	1.07	6185	5700	1.09	YES	73	6780	5700	1.19	6852	5700	1.20	YES	72
GP-07-03-04	Hedding	1723	1800	0.96	1762	1800	0.98	YES	39	1778	1800	0.99	1747	1800	0.97	YES	-31
Guadalupe	Taylor	1183	1800	0.66	1018	1800	0.57	NO	-165	1373	1800	0.76	1293	1800	0.72	NO	-80
River	Coleman	1731	1800	0.96	1751	1800	0.97	YES	20	1633	1800	0.91	1741	1800	0.97	YES	108
	Julian	1197	1800	0.67	1401	1800	0.78	NO	204	1510	1800	0.84	1848	1800	1.03	YES	338
	All Link Totals:	11946	12900		12117	12900			171	13074	12900		13481	12900			406
	All Link Avg. Capacity:		2580			2580					2580			2580			
	LOS E/F Link Totals:	9566	9300		9698	9300			132	11701	11100		12188	11100			486
	E/F Link Avg. Capacity:		3100			3100					2775			2775			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2580	x 5% =	129	volume	Average Link Capacity of:	2580	x 5% =	129	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	3100	x 2.5% =	77	volume	Average LOS E/F Link Capacity:	2775	x 2.5% =	69	volume

LOS E/F Links Screenline Impact Summary - Link Set #15

	AM Peak hour	PM Peak hour
Change in V/C:	0.014	0.044
Change in Volume:	132	486
Impact Threshold:	0.005 V/C & volume of: 77	0.005 V/C & volume of: 69
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Southbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 16	US-101	6488	5850	1.11	6475	5850	1.11	YES	-13	1492	1900	0.79	1565	1900	0.82	NO	73
GP-06-02-04	US-101	1336	1900	0.70	1463	1900	0.77	NO	127	7033	5850	1.20	7055	5850	1.21	YES	22
N/O Cochrane	Madrone	647	800	0.81	570	800	0.71	NO	-77	778	800	0.97	780	800	0.98	YES	2
	Monterey	1861	1900	0.98	1857	1900	0.98	YES	-4	1925	1900	1.01	1947	1900	1.02	YES	22
	Hale	420	800	0.53	444	800	0.56	NO	24	580	800	0.73	550	800	0.69	NO	-30
	All Link Totals:	10752	11250		10809	11250			58	11808	11250		11897	11250			90
	All Link Avg. Capacity:		2250			2250					2250			2250			
	LOS E/F Link Totals:	8349	7750		8332	7750			-16	9736	8550		9782	8550			47
	E/F Link Avg. Capacity:		3875			3875					2850			2850			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2250	x 5% =	112	volume	Average Link Capacity of:	2250	x 5% =	112	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	3875	x 2.5% =	96	volume	Average LOS E/F Link Capacity:	2850	x 2.5% =	71	volume

LOS E/F Links Screenline Impact Summary - Link Set #16

	AM Peak hour	PM Peak hour
Change in V/C:	-0.002	0.005
Change in Volume:	-16	47
Impact Threshold:	0.005 V/C & volume of: 96	0.005 V/C & volume of: 71
Significant Impact?:	NO	NO

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Southbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change	PM Peak Hour (Northbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change
Link Set 17	US-101	584	1900	0.31	752	1900	0.40	NO	168	491	1900	0.26	569	1900	0.30	NO	78
GP-06-02-04	US-101	5247	5850	0.90	5252	5850	0.90	NO	5	4946	5850	0.85	4965	5850	0.85	NO	19
N/O Cochrane	Madrone	217	800	0.27	245	800	0.31	NO	28	376	800	0.47	446	800	0.56	NO	70
	Monterey	392	1900	0.21	1242	1900	0.65	NO	850	711	1900	0.37	1509	1900	0.79	NO	798
	Hale	115	800	0.14	153	800	0.19	NO	38	148	800	0.19	228	800	0.29	NO	80
	All Link Totals:	6555	11250		7644	11250			1089	6672	11250		7717	11250			1046
	All Link Avg. Capacity:		2250			2250					2250			2250			
	LOS E/F Link Totals:	0	0		0	0			0	0	0		0	0			0
	E/F Link Avg. Capacity:		0			0					0			0			

Impact Thresholds

		AM Peak Hour				PM Peak Hour			
All Links:	Average Link Capacity of:	2250	x 5% =	112	volume	Average Link Capacity of:	2250	x 5% =	112	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	0	x 2.5% =	0	volume	Average LOS E/F Link Capacity:	0	x 2.5% =	0	volume

LOS E/F Links Screenline Impact Summary - Link Set #17

	AM Peak hour	PM Peak hour
Change in V/C:	0.000	0.000
Change in Volume:	0	0
Impact Threshold:	0.005 V/C & volume of: 0	0.005 V/C & volume of: 0
Significant Impact?:	NO	NO

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northbound)								PM Peak Hour (Southbound)							
		Base Condition			Project Condition				Volume	Base Condition			Project Condition				Volume
		Volume	Capacity	V/C	Volume	Capacity	V/C	LOS E/F?	Change	Volume	Capacity	V/C	Volume	Capacity	V/C	LOS E/F?	Change
Link Set 18	US-101	5882	5850	1.01	5711	5850	0.98	YES	-171	1298	1900	0.68	1247	1900	0.66	NO	-51
GP-06-02-04	US-101	1088	1900	0.57	1107	1900	0.58	NO	19	6107	5850	1.04	6046	5850	1.03	YES	-61
S/O San Martin	Llagas	60	800	0.08	59	800	0.07	NO	-1	66	800	0.08	66	800	0.08	NO	0
	Monterey	642	1900	0.34	555	1900	0.29	NO	-87	1008	1900	0.53	845	1900	0.44	NO	-163
	Santa Teresa	75	800	0.09	57	800	0.07	NO	-18	219	800	0.27	154	800	0.19	NO	-65
	All Link Totals:	7747	11250		7489	11250			-258	8698	11250		8358	11250			-341
	All Link Avg. Capacity:		2250			2250					2250			2250			
	LOS E/F Link Totals:	5882	5850		5711	5850			-171	6107	5850		6046	5850			-62
	E/F Link Avg. Capacity:		5850			5850					5850			5850			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2250	x 5% =	112	volume	Average Link Capacity of:	2250	x 5% =	112	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	5850	x 2.5% =	146	volume	Average LOS E/F Link Capacity:	5850	x 2.5% =	146	volume

LOS E/F Links Screenline Impact Summary - Link Set #18

	AM Peak hour	PM Peak hour
Change in V/C:	-0.029	-0.011
Change in Volume:	-171	-62
Impact Threshold:	0.005 V/C & volume of: 146	0.005 V/C & volume of: 146
Significant Impact?:	NO	NO

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Southbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change	PM Peak Hour (Northbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change
Link Set 19	US-101	516	1900	0.27	606	1900	0.32	NO	90	3833	5850	0.66	4067	5850	0.70	NO	234
GP-06-02-04	US-101	3999	5850	0.68	4383	5850	0.75	NO	384	173	1900	0.09	310	1900	0.16	NO	137
S/O San Martin	Llagas	46	800	0.06	50	800	0.06	NO	4	58	800	0.07	62	800	0.08	NO	4
	Monterey	15	1900	0.01	24	1900	0.01	NO	9	30	1900	0.02	30	1900	0.02	NO	0
	Santa Teresa	25	800	0.03	28	800	0.04	NO	3	34	800	0.04	35	800	0.04	NO	1
	All Link Totals:	4601	11250		5091	11250			489	4128	11250		4504	11250			375
	All Link Avg. Capacity:		2250			2250					2250			2250			
	LOS E/F Link Totals:	0	0		0	0			0	0	0		0	0			0
	E/F Link Avg. Capacity:		0			0					0			0			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2250	x 5% =	112	volume	Average Link Capacity of:	2250	x 5% =	112	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	0	x 2.5% =	0	volume	Average LOS E/F Link Capacity:	0	x 2.5% =	0	volume

LOS E/F Links Screenline Impact Summary - Link Set #19

	AM Peak hour	PM Peak hour
Change in V/C:	0.000	0.000
Change in Volume:	0	0
Impact Threshold:	0.005 V/C & volume of: 0	0.005 V/C & volume of: 0
Significant Impact?:	NO	NO

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change	PM Peak Hour (Southbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change
Link Set 20	US-101	5581	5850	0.95	5420	5850	0.93	YES	-161	1204	1900	0.63	1147	1900	0.60	NO	-57
GP-06-02-04	US-101	1020	1900	0.54	1033	1900	0.54	NO	13	5922	5850	1.01	5737	5850	0.98	YES	-185
N/O Leavesley	Monterey	280	1800	0.16	230	1800	0.13	NO	-50	467	1800	0.26	389	1800	0.22	NO	-78
	Church	153	600	0.26	157	600	0.26	NO	4	233	600	0.39	283	600	0.47	NO	50
	Wren	153	600	0.26	122	600	0.20	NO	-31	298	600	0.50	264	600	0.44	NO	-34
	Santa Teresa	625	600	1.04	620	600	1.03	YES	-5	454	600	0.76	444	600	0.74	NO	-10
	All Link Totals:	7812	11350		7582	11350			-230	8578	11350		8264	11350			-314
	All Link Avg. Capacity:		1892			1892					1892			1892			
	LOS E/F Link Totals:	6206	6450		6040	6450			-167	5922	5850		5737	5850			-185
	E/F Link Avg. Capacity:		3225			3225					5850			5850			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	1892	x 5% =	94	volume	Average Link Capacity of:	1892	x 5% =	94	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	3225	x 2.5% =	80	volume	Average LOS E/F Link Capacity:	5850	x 2.5% =	146	volume

LOS E/F Links Screenline Impact Summary - Link Set #20

	AM Peak hour	PM Peak hour
Change in V/C:	-0.026	-0.032
Change in Volume:	-167	-185
Impact Threshold:	0.005 V/C & volume of: 80	0.005 V/C & volume of: 146
Significant Impact?:	NO	NO

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Southbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change	PM Peak Hour (Northbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change
Link Set 21	US-101	520	1900	0.27	607	1900	0.32	NO	87	3704	5850	0.63	3911	5850	0.67	NO	207
GP-06-02-04	US-101	3935	5850	0.67	4290	5850	0.73	NO	355	163	1900	0.09	297	1900	0.16	NO	134
N/O Leavesley	Monterey	217	1800	0.12	240	1800	0.13	NO	23	199	1800	0.11	205	1800	0.11	NO	6
	Church	463	600	0.77	471	600	0.79	NO	8	469	600	0.78	464	600	0.77	NO	-5
	Wren	45	600	0.08	46	600	0.08	NO	1	62	600	0.10	63	600	0.11	NO	1
	Santa Teresa	613	600	1.02	612	600	1.02	YES	-1	177	600	0.30	186	600	0.31	NO	9
	All Link Totals:	5793	11350		6266	11350			473	4774	11350		5126	11350			352
	All Link Avg. Capacity:		1892			1892					1892			1892			
	LOS E/F Link Totals:	613	600		612	600			-1	0	0		0	0			0
	E/F Link Avg. Capacity:		600			600					0			0			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	1892	x 5% =	94	volume	Average Link Capacity of:	1892	x 5% =	94	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	600	x 2.5% =	15	volume	Average LOS E/F Link Capacity:	0	x 2.5% =	0	volume

LOS E/F Links Screenline Impact Summary - Link Set #21

	AM Peak hour	PM Peak hour
Change in V/C:	-0.002	0.000
Change in Volume:	-1	0
Impact Threshold:	0.005 V/C & volume of: 15	0.005 V/C & volume of: 0
Significant Impact?:	NO	NO

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Southbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 22	Lincoln	1670	1800	0.93	1721	1800	0.96	YES	51	1788	1800	0.99	1789	1800	0.99	YES	1
GP-06-02-04	Bird	2458	2700	0.91	2431	2700	0.90	YES	-27	1710	2700	0.63	1950	2700	0.72	NO	240
S/O I-280	CA-87	2141	1900	1.13	2282	1900	1.20	YES	141	2370	2800	0.85	2601	2800	0.93	YES	231
	CA-87	4293	3800	1.13	4604	3800	1.21	YES	311	4136	3800	1.09	4435	3800	1.17	YES	299
	CA-87	1232	1400	0.88	1348	1400	0.96	YES	116	1877	1900	0.99	2071	1900	1.09	YES	194
	Vine	463	650	0.71	606	650	0.93	YES	143	636	650	0.98	635	650	0.98	YES	-1
	Almaden	424	650	0.65	615	650	0.95	YES	191	515	650	0.79	656	650	1.01	YES	141
	S. First	2737	2700	1.01	2843	2700	1.05	YES	106	2779	2700	1.03	2877	2700	1.07	YES	98
	S. Second	281	600	0.47	555	600	0.93	YES	274	366	600	0.61	484	600	0.81	NO	118
	S. Third	597	650	0.92	624	650	0.96	YES	27	622	650	0.96	610	650	0.94	YES	-12
	S. Seventh	602	650	0.93	643	650	0.99	YES	41	620	650	0.95	796	650	1.22	YES	176
	S. 10th/11th	1192	1300	0.92	1242	1300	0.96	YES	50	1254	1300	0.96	1256	1300	0.97	YES	2
	McLaughlin	1596	1800	0.89	1742	1800	0.97	YES	146	1677	1800	0.93	1829	1800	1.02	YES	152
	F2F 280 to 101	--	--	--	--	--	--	--	--	5063	5250	0.96	5527	5250	1.05	YES	464
	US-101	1485	1900	0.78	1697	1900	0.89	NO	212	1362	1400	0.97	1445	1400	1.03	YES	83
	US-101	5121	5700	0.90	5440	5700	0.95	YES	319	5425	5700	0.95	5579	5700	0.98	YES	154
	US-101	1422	1400	1.02	1417	1400	1.01	YES	-5	1257	1900	0.66	1434	1900	0.75	NO	177
	All Link Totals:	27714	29600		29810	29600			2093	33457	36250		35974	36250			2515
	All Link Avg. Capacity:		1850			1850					2132			2132			
	LOS E/F Link Totals:	26229	27700		28113	27700			1881	30124	31050		32106	31050			1981
	E/F Link Avg. Capacity:		1847			1847					2218			2218			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	1850	x 5% =	92	volume	Average Link Capacity of:	2132	x 5% =	106	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	1847	x 2.5% =	46	volume	Average LOS E/F Link Capacity:	2218	x 2.5% =	55	volume

LOS E/F Links Screenline Impact Summary - Link Set #22

	AM Peak hour	PM Peak hour
Change in V/C:	0.068	0.064
Change in Volume:	1881	1981
Impact Threshold:	0.005 V/C & volume of: 46	0.005 V/C & volume of: 55
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Southbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Northbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 23	Lincoln	423	1800	0.24	392	1800	0.22	NO	-31	923	1800	0.51	979	1800	0.54	NO	56
GP-06-02-04	Bird	638	2700	0.24	721	2700	0.27	NO	83	993	2700	0.37	1210	2700	0.45	NO	217
S/O I-280	CA-87	1891	2800	0.68	1902	2800	0.68	NO	11	702	1900	0.37	698	1900	0.37	NO	-4
	CA-87	2884	3800	0.76	2872	3800	0.76	NO	-12	3797	3800	1.00	3814	3800	1.00	YES	17
	CA-87	641	1900	0.34	634	1900	0.33	NO	-7	839	1400	0.60	978	1400	0.70	NO	139
	Vine	42	650	0.06	73	650	0.11	NO	31	50	650	0.08	47	650	0.07	NO	-3
	Almaden	142	650	0.22	210	650	0.32	NO	68	99	650	0.15	290	650	0.45	NO	191
	S. First	403	2700	0.15	427	2700	0.16	NO	24	1935	2700	0.72	2142	2700	0.79	NO	207
	S. Second	0	600	0.00	0	600	0.00	NO	0	0	600	0.00	0	600	0.00	NO	0
	S. Third	271	650	0.42	315	650	0.48	NO	44	335	650	0.52	383	650	0.59	NO	48
	S. Seventh	226	650	0.35	242	650	0.37	NO	16	331	650	0.51	452	650	0.70	NO	121
	S. 10th	943	1300	0.73	915	1300	0.70	NO	-28	718	1300	0.55	832	1300	0.64	NO	114
	McLaughlin	615	1800	0.34	589	1800	0.33	NO	-26	1091	1800	0.61	1154	1800	0.64	NO	63
	F2F 280 to 101	4382	5250	0.83	4496	5250	0.86	NO	114	--	--	--	--	--	--	--	--
	US-101	597	1400	0.43	646	1400	0.46	NO	49	630	1900	0.33	621	1900	0.33	NO	-9
	US-101	4013	5700	0.70	3900	5700	0.68	NO	-113	3991	5700	0.70	3831	5700	0.67	NO	-160
	US-101	654	1900	0.34	685	1900	0.36	NO	31	946	1400	0.68	946	1400	0.68	NO	0
	All Link Totals:	18765	36250		19019	36250			254	17380	29600		18377	29600			996
	All Link Avg. Capacity:		2132			2132					1850			1850			
	LOS E/F Link Totals:	0	0		0	0			0	3797	3800		3814	3800			16
	E/F Link Avg. Capacity:		0			0					3800			3800			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2132	x 5% =	106	volume	Average Link Capacity of:	1850	x 5% =	92	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	0	x 2.5% =	0	volume	Average LOS E/F Link Capacity:	3800	x 2.5% =	95	volume

LOS E/F Links Screenline Impact Summary - Link Set #23

	AM Peak hour	PM Peak hour
Change in V/C:	0.000	0.004
Change in Volume:	0	16
Impact Threshold:	0.005 V/C & volume of: 0	0.005 V/C & volume of: 95
Significant Impact?:	NO	NO

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Southbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 24	The Alameda	2004	1800	1.11	2157	1800	1.20	YES	153	2044	1800	1.14	2155	1800	1.20	YES	111
GP-06-02-04	SB On-Ramp	--	--	--	--	--	--	--	--	1083	4200	0.26	1140	4200	0.27	NO	57
N/O SR 17 & I-880	Coleman	3099	2700	1.15	3202	2700	1.19	YES	103	2630	2700	0.97	2690	2700	1.00	YES	60
	Aiport	285	1800	0.16	251	1800	0.14	NO	-34	741	1800	0.41	773	1800	0.43	NO	32
	Aiport	909	1800	0.51	911	1800	0.51	NO	2	1986	1800	1.10	1999	1800	1.11	YES	13
	CA-87	1814	1900	0.95	1948	1900	1.03	YES	134	5323	3800	1.40	5719	3800	1.51	YES	396
	CA-87	4851	3800	1.28	5031	3800	1.32	YES	180	1271	1900	0.67	1363	1900	0.72	NO	92
	N. First	1831	1800	1.02	1955	1800	1.09	YES	124	1733	1800	0.96	1728	1800	0.96	YES	-5
	N. Fourth	2098	1800	1.17	2161	1800	1.20	YES	63	2557	1800	1.42	2593	1800	1.44	YES	36
	US-101	1889	1900	0.99	2004	1900	1.05	YES	115	8066	5700	1.42	8321	5700	1.46	YES	255
	US-101	8038	5700	1.41	8326	5700	1.46	YES	288	2145	1900	1.13	2177	1900	1.15	YES	32
	All Link Totals:	26818	25000		27946	25000			1126	29579	29200		30658	29200			1081
	All Link Avg. Capacity:		2500			2500					2655			2655			
	LOS E/F Link Totals:	25624	21400		26784	21400			1159	26484	21300		27382	21300			901
	E/F Link Avg. Capacity:		2675			2675					2663			2663			

Impact Thresholds

		AM Peak Hour				PM Peak Hour			
All Links:	Average Link Capacity of:	2500	x 5% =	125	volume	2655	x 5% =	132	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	2675	x 2.5% =	66	volume	2663	x 2.5% =	66	volume

LOS E/F Links Screenline Impact Summary - Link Set #24

	AM Peak hour	PM Peak hour
Change in V/C:	0.054	0.042
Change in Volume:	1159	901
Impact Threshold:	0.005 V/C & volume of: 66	0.005 V/C & volume of: 66
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Southbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change	PM Peak Hour (Northbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change
Link Set 25	The Alameda	1511	1800	0.84	1480	1800	0.82	NO	-31	1845	1800	1.03	1860	1800	1.03	YES	15
GP-06-02-04	SB On-Ramp	65	4200	0.02	65	4200	0.02	NO	0	--	--	--	--	--	--	--	--
N/O SR 17 & I-880	Coleman	475	2700	0.18	432	2700	0.16	NO	-43	2448	2700	0.91	2482	2700	0.92	YES	34
	Aiport	915	1800	0.51	915	1800	0.51	NO	0	1062	1800	0.59	1048	1800	0.58	NO	-14
	Aiport	892	1800	0.50	887	1800	0.49	NO	-5	727	1800	0.40	754	1800	0.42	NO	27
	CA-87	2937	3800	0.77	2909	3800	0.77	NO	-28	413	1900	0.22	405	1900	0.21	NO	-8
	CA-87	453	1900	0.24	459	1900	0.24	NO	6	2739	3800	0.72	2777	3800	0.73	NO	38
	N. First	1409	1800	0.78	1437	1800	0.80	NO	28	1411	1800	0.78	1431	1800	0.80	NO	20
	N. Fourth	1250	1800	0.69	1242	1800	0.69	NO	-8	1608	1800	0.89	1654	1800	0.92	YES	46
	US-101	4375	5700	0.77	4212	5700	0.74	NO	-163	574	1900	0.30	616	1900	0.32	NO	42
	US-101	818	1900	0.43	812	1900	0.43	NO	-6	5270	5700	0.92	5038	5700	0.88	YES	-232
	All Link Totals:	15100	29200		14850	29200			-252	18097	25000		18065	25000			-34
	All Link Avg. Capacity:		2655			2655					2500			2500			
	LOS E/F Link Totals:	0	0		0	0			0	11171	12000		11034	12000			-138
	E/F Link Avg. Capacity:		0			0					3000			3000			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2655	x 5% =	132	volume	Average Link Capacity of:	2500	x 5% =	125	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	0	x 2.5% =	0	volume	Average LOS E/F Link Capacity:	3000	x 2.5% =	75	volume

LOS E/F Links Screenline Impact Summary - Link Set #25

	AM Peak hour	PM Peak hour
Change in V/C:	0.000	-0.012
Change in Volume:	0	-138
Impact Threshold:	0.005 V/C & volume of: 0	0.005 V/C & volume of: 75
Significant Impact?:	NO	NO

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change	PM Peak Hour (Southbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change
Link Set 26	Almaden Exp	3229	4050	0.80	3301	4050	0.82	NO	72	3466	4050	0.86	3405	4050	0.84	NO	-61
GP-06-02-04	Pearl	961	1800	0.53	971	1800	0.54	NO	10	1186	1800	0.66	1432	1800	0.80	NO	246
S/O Capitol Exp	CA-87	1229	1900	0.65	1349	1900	0.71	NO	120	3396	3800	0.89	3570	3800	0.94	YES	174
	CA-87	3696	3800	0.97	3888	3800	1.02	YES	192	844	1900	0.44	907	1900	0.48	NO	63
	Narvaez	303	600	0.51	265	600	0.44	NO	-38	334	600	0.56	372	600	0.62	NO	38
	Bluefield	90	600	0.15	103	600	0.17	NO	13	152	600	0.25	217	600	0.36	NO	65
	Vista Park	544	1800	0.30	1140	1800	0.63	NO	596	1115	1800	0.62	1629	1800	0.91	YES	514
	Rosenbaum	333	600	0.56	464	600	0.77	NO	131	400	600	0.67	547	600	0.91	YES	147
	Snell	2319	2700	0.86	2491	2700	0.92	YES	172	2456	2700	0.91	2542	2700	0.94	YES	86
	Monterey Hwy	2415	2700	0.89	2670	2700	0.99	YES	255	2542	2700	0.94	2641	2700	0.98	YES	99
	Seven Trees	525	600	0.88	582	600	0.97	YES	57	598	600	1.00	601	600	1.00	YES	3
	Senter	1174	1800	0.65	1472	1800	0.82	NO	298	1585	1800	0.88	1711	1800	0.95	YES	126
	McLaughlin	471	1800	0.26	494	1800	0.27	NO	23	732	1800	0.41	1086	1800	0.60	NO	354
	US-101	866	1900	0.46	1100	1900	0.58	NO	234	2113	3800	0.56	2145	3800	0.56	NO	32
	US-101	4707	5700	0.83	4717	5700	0.83	NO	10	5260	5700	0.92	5476	5700	0.96	YES	216
	US-101	2217	3800	0.58	2646	3800	0.70	NO	429	1020	1900	0.54	1241	1900	0.65	NO	221
	All Link Totals:	25079	36150		27653	36150			2572	27199	36150		29522	36150			2323
	All Link Avg. Capacity:		2259			2259					2259			2259			
	LOS E/F Link Totals:	8955	9800		9631	9800			675	17352	19700		18717	19700			1365
	E/F Link Avg. Capacity:		2450			2450					2463			2463			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2259	x 5% =	112	volume	Average Link Capacity of:	2259	x 5% =	112	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	2450	x 2.5% =	61	volume	Average LOS E/F Link Capacity:	2463	x 2.5% =	61	volume

LOS E/F Links Screenline Impact Summary - Link Set #26

	AM Peak hour	PM Peak hour
Change in V/C:	0.069	0.069
Change in Volume:	675	1365
Impact Threshold:	0.005 V/C & volume of: 61	0.005 V/C & volume of: 61
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Southbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change	PM Peak Hour (Northbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change
Link Set 27	Almaden Exp	1460	4050	0.36	1787	4050	0.44	NO	327	2503	4050	0.62	2726	4050	0.67	NO	223
GP-06-02-04	Pearl	506	1800	0.28	512	1800	0.28	NO	6	622	1800	0.35	661	1800	0.37	NO	39
S/O Capitol Exp	CA-87	3276	3800	0.86	3252	3800	0.86	NO	-24	622	1900	0.33	601	1900	0.32	NO	-21
	CA-87	860	1900	0.45	871	1900	0.46	NO	11	3551	3800	0.93	3628	3800	0.95	YES	77
	Narvaez	206	600	0.34	199	600	0.33	NO	-7	251	600	0.42	258	600	0.43	NO	7
	Bluefield	95	600	0.16	93	600	0.16	NO	-2	118	600	0.20	122	600	0.20	NO	4
	Vista Park	381	1800	0.21	478	1800	0.27	NO	97	341	1800	0.19	438	1800	0.24	NO	97
	Rosenbaum	136	600	0.23	131	600	0.22	NO	-5	186	600	0.31	212	600	0.35	NO	26
	Snell	790	2700	0.29	1124	2700	0.42	NO	334	1616	2700	0.60	1954	2700	0.72	NO	338
	Monterey Hwy	1217	2700	0.45	1596	2700	0.59	NO	379	1451	2700	0.54	1798	2700	0.67	NO	347
	Seven Trees	434	600	0.72	420	600	0.70	NO	-14	477	600	0.80	474	600	0.79	NO	-3
	Senter	824	1800	0.46	772	1800	0.43	NO	-52	1009	1800	0.56	1004	1800	0.56	NO	-5
	McLaughlin	254	1800	0.14	327	1800	0.18	NO	73	358	1800	0.20	376	1800	0.21	NO	18
	US-101	1878	3800	0.49	1615	3800	0.43	NO	-263	625	1900	0.33	715	1900	0.38	NO	90
	US-101	5022	5700	0.88	4970	5700	0.87	NO	-52	4809	5700	0.84	5042	5700	0.88	NO	233
	US-101	727	1900	0.38	823	1900	0.43	NO	96	1997	3800	0.53	2078	3800	0.55	NO	81
	All Link Totals:	18066	36150		18970	36150			904	20536	36150		22087	36150			1550
	All Link Avg. Capacity:		2259			2259					2259			2259			
	LOS E/F Link Totals:	0	0		0	0			0	3551	3800		3628	3800			76
	E/F Link Avg. Capacity:		0			0					3800			3800			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2259	x 5% =	112	volume	Average Link Capacity of:	2259	x 5% =	112	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	0	x 2.5% =	0	volume	Average LOS E/F Link Capacity:	3800	x 2.5% =	95	volume

LOS E/F Links Screenline Impact Summary - Link Set #27

	AM Peak hour	PM Peak hour
Change in V/C:	0.000	0.020
Change in Volume:	0	76
Impact Threshold:	0.005 V/C & volume of: 0	0.005 V/C & volume of: 95
Significant Impact?:	NO	NO

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Westbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change	PM Peak Hour (Eastbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change
Link Set 28	Cochrane	1280	1900	0.67	1081	1900	0.57	NO	-199	1367	1900	0.72	1294	1900	0.68	NO	-73
GP-06-02-04	E. Main	140	800	0.18	181	800	0.23	NO	41	280	800	0.35	250	800	0.31	NO	-30
W/O US 101	E. Dunne	1726	1800	0.96	1705	1800	0.95	YES	-21	1852	1800	1.03	1837	1800	1.02	YES	-15
	Tennant	731	1800	0.41	817	1800	0.45	NO	86	944	1800	0.52	1040	1800	0.58	NO	96
	E. Middle	29	800	0.04	32	800	0.04	NO	3	58	800	0.07	61	800	0.08	NO	3
	San Martin	272	800	0.34	298	800	0.37	NO	26	273	800	0.34	287	800	0.36	NO	14
	Church	24	800	0.03	26	800	0.03	NO	2	30	800	0.04	29	800	0.04	NO	-1
	Masten	309	800	0.39	335	800	0.42	NO	26	599	800	0.75	465	800	0.58	NO	-134
	Buena Vista	31	600	0.05	31	600	0.05	NO	0	129	600	0.22	144	600	0.24	NO	15
	Leavesley	1179	2700	0.44	1250	2700	0.46	NO	71	1518	2700	0.56	1613	2700	0.60	NO	95
	All Link Totals:	5721	12800		5756	12800			34	7050	12800		7020	12800			-29
	All Link Avg. Capacity:		1280			1280					1280			1280			
	LOS E/F Link Totals:	1726	1800		1705	1800			-21	1852	1800		1837	1800			-15
	E/F Link Avg. Capacity:		1800			1800					1800			1800			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	1280	x 5% =	64	volume	Average Link Capacity of:	1280	x 5% =	64	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	1800	x 2.5% =	45	volume	Average LOS E/F Link Capacity:	1800	x 2.5% =	45	volume

LOS E/F Links Screenline Impact Summary - Link Set #28

	AM Peak hour	PM Peak hour
Change in V/C:	-0.012	-0.008
Change in Volume:	-21	-15
Impact Threshold:	0.005 V/C & volume of: 45	0.005 V/C & volume of: 45
Significant Impact?:	NO	NO

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Eastbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Westbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 29	Cochrane	383	1900	0.20	720	1900	0.38	NO	337	1107	1900	0.58	1444	1900	0.76	NO	337
GP-06-02-04	E. Main	56	800	0.07	70	800	0.09	NO	14	111	800	0.14	118	800	0.15	NO	7
W/O US 101	E. Dunne	1053	1800	0.59	1084	1800	0.60	NO	31	1232	1800	0.68	1312	1800	0.73	NO	80
	Tennant	462	1800	0.26	657	1800	0.37	NO	195	472	1800	0.26	630	1800	0.35	NO	158
	E. Middle	35	800	0.04	30	800	0.04	NO	-5	49	800	0.06	47	800	0.06	NO	-2
	San Martin	391	800	0.49	399	800	0.50	NO	8	355	800	0.44	374	800	0.47	NO	19
	Church	25	800	0.03	22	800	0.03	NO	-3	33	800	0.04	30	800	0.04	NO	-3
	Masten	570	800	0.71	576	800	0.72	NO	6	695	800	0.87	675	800	0.84	NO	-20
	Buena Vista	63	600	0.11	62	600	0.10	NO	-1	72	600	0.12	71	600	0.12	NO	-1
	Leavesley	1875	2700	0.69	1944	2700	0.72	NO	69	1816	2700	0.67	1825	2700	0.68	NO	9
	All Link Totals:	4913	12800		5564	12800			652	5942	12800		6526	12800			585
	All Link Avg. Capacity:		1280			1280					1280			1280			
	LOS E/F Link Totals:	0	0		0	0			0	0	0		0	0			0
	E/F Link Avg. Capacity:		0			0					0			0			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	1280	x 5% =	64	volume	Average Link Capacity of:	1280	x 5% =	64	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	0	x 2.5% =	0	volume	Average LOS E/F Link Capacity:	0	x 2.5% =	0	volume

LOS E/F Links Screenline Impact Summary - Link Set #29

	AM Peak hour	PM Peak hour
Change in V/C:	0.000	0.000
Change in Volume:	0	0
Impact Threshold:	0.005 V/C & volume of: 0	0.005 V/C & volume of: 0
Significant Impact?:	NO	NO

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Southbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 30	Almaden	3977	4050	0.98	4033	4050	1.00	YES	56	4034	4050	1.00	4077	4050	1.01	YES	43
GP-06-02-04	Winfield	610	1800	0.34	837	1800	0.47	NO	227	870	1800	0.48	1136	1800	0.63	NO	266
S/O SR 85	Santa Teresa	2292	2700	0.85	2634	2700	0.98	YES	342	1925	2700	0.71	2237	2700	0.83	NO	312
	SB Off-Ramp	--	--	--	--	--	--	--	--	2113	2800	0.75	1989	2800	0.71	NO	-124
	Blossom Hill	2712	2700	1.00	2736	2700	1.01	YES	24	1113	2700	0.41	1115	2700	0.41	NO	2
	Snell	665	1200	0.55	752	1200	0.63	NO	87	714	1200	0.60	848	1200	0.71	NO	134
	Lean	54	600	0.09	113	600	0.19	NO	59	158	600	0.26	243	600	0.41	NO	85
	Cottle	2214	2700	0.82	2295	2700	0.85	NO	81	2207	2700	0.82	2351	2700	0.87	NO	144
	Via del Oro	100	650	0.15	122	650	0.19	NO	22	110	650	0.17	119	650	0.18	NO	9
	Great Oaks	1041	1800	0.58	1185	1800	0.66	NO	144	576	1800	0.32	963	1800	0.54	NO	387
	Monterey Hwy	967	2700	0.36	1953	2700	0.72	NO	986	1089	2700	0.40	2163	2700	0.80	NO	1074
	Bernal	1691	2700	0.63	1955	2700	0.72	NO	264	2699	2700	1.00	2682	2700	0.99	YES	-17
	US-101	1430	1900	0.75	2291	1900	1.21	YES	861	6816	5850	1.17	8550	5850	1.46	YES	1734
	US-101	6201	5850	1.06	7767	5850	1.33	YES	1566	1567	1900	0.82	2250	1900	1.18	YES	683
	All Link Totals:	23954	31350		28673	31350			4720	25991	34150		30723	34150			4732
	All Link Avg. Capacity:		2412			2412					2439			2439			
	LOS E/F Link Totals:	16612	17200		19461	17200			2851	15116	14500		17559	14500			2442
	E/F Link Avg. Capacity:		3440			3440					3625			3625			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2412	x 5% =	120	volume	Average Link Capacity of:	2439	x 5% =	121	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	3440	x 2.5% =	86	volume	Average LOS E/F Link Capacity:	3625	x 2.5% =	90	volume

LOS E/F Links Screenline Impact Summary - Link Set #30

	AM Peak hour	PM Peak hour
Change in V/C:	0.166	0.168
Change in Volume:	2851	2442
Impact Threshold:	0.005 V/C & volume of: 86	0.005 V/C & volume of: 90
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Southbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Northbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 31	Almaden	2619	4050	0.65	2860	4050	0.71	NO	241	3223	4050	0.80	3368	4050	0.83	NO	145
GP-06-02-04	Winfield	258	1800	0.14	291	1800	0.16	NO	33	408	1800	0.23	488	1800	0.27	NO	80
S/O SR 85	Santa Teresa	1080	2700	0.40	1192	2700	0.44	NO	112	1646	2700	0.61	1787	2700	0.66	NO	141
	SB Off-Ramp	1929	2800	0.69	1815	2800	0.65	NO	-114	--	--	--	--	--	--	--	--
	Blossom Hill	962	2700	0.36	1059	2700	0.39	NO	97	2719	2700	1.01	2739	2700	1.01	YES	20
	Snell	336	1200	0.28	498	1200	0.42	NO	162	552	1200	0.46	677	1200	0.56	NO	125
	Lean	62	600	0.10	77	600	0.13	NO	15	98	600	0.16	119	600	0.20	NO	21
	Cottle	1591	2700	0.59	1763	2700	0.65	NO	172	1646	2700	0.61	1790	2700	0.66	NO	144
	Via del Oro	111	650	0.17	144	650	0.22	NO	33	203	650	0.31	230	650	0.35	NO	27
	Great Oaks	635	1800	0.35	1081	1800	0.60	NO	446	1266	1800	0.70	1605	1800	0.89	NO	339
	Monterey Hwy	556	2700	0.21	1281	2700	0.47	NO	725	1196	2700	0.44	2006	2700	0.74	NO	810
	Bernal	1893	2700	0.70	2658	2700	0.98	YES	765	1468	2700	0.54	2025	2700	0.75	NO	557
	US-101	6268	5850	1.07	6376	5850	1.09	YES	108	724	1900	0.38	1156	1900	0.61	NO	432
	US-101	919	1900	0.48	1249	1900	0.66	NO	330	5616	5850	0.96	6650	5850	1.14	YES	1034
	All Link Totals:	19219	34150		22344	34150			3127	20765	31350		24640	31350			3874
	All Link Avg. Capacity:		2439			2439					2412			2412			
	LOS E/F Link Totals:	8161	8550		9034	8550			873	8335	8550		9389	8550			1054
	E/F Link Avg. Capacity:		4275			4275					4275			4275			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2439	x 5% =	121	volume	Average Link Capacity of:	2412	x 5% =	120	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	4275	x 2.5% =	106	volume	Average LOS E/F Link Capacity:	4275	x 2.5% =	106	volume

LOS E/F Links Screenline Impact Summary - Link Set #31

	AM Peak hour	PM Peak hour
Change in V/C:	0.102	0.123
Change in Volume:	873	1054
Impact Threshold:	0.005 V/C & volume of: 106	0.005 V/C & volume of: 106
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northwestbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change	PM Peak Hour (Southeastbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change
Link Set 32	CA-87	1229	1900	0.65	1349	1900	0.71	NO	120	3396	3800	0.89	3570	3800	0.94	YES	174
GP-07-02-01	CA-87	3696	3800	0.97	3888	3800	1.02	YES	192	844	1900	0.44	907	1900	0.48	NO	63
S/O Capitol Exp	Narvaez	303	600	0.51	265	600	0.44	NO	-38	334	600	0.56	372	600	0.62	NO	38
	Bluefield	90	600	0.15	103	600	0.17	NO	13	152	600	0.25	217	600	0.36	NO	65
	Vista Park	544	1800	0.30	1140	1800	0.63	NO	596	1115	1800	0.62	1629	1800	0.91	YES	514
	Rosenbaum	333	600	0.56	464	600	0.77	NO	131	400	600	0.67	547	600	0.91	YES	147
	Snell	2319	2700	0.86	2491	2700	0.92	YES	172	2456	2700	0.91	2542	2700	0.94	YES	86
	Monterey Hwy	2415	2700	0.89	2670	2700	0.99	YES	255	2542	2700	0.94	2641	2700	0.98	YES	99
	Seven Trees	525	600	0.88	582	600	0.97	YES	57	598	600	1.00	601	600	1.00	YES	3
	Senter	1174	1800	0.65	1472	1800	0.82	NO	298	1585	1800	0.88	1711	1800	0.95	YES	126
	McLaughlin	471	1800	0.26	494	1800	0.27	NO	23	732	1800	0.41	1086	1800	0.60	NO	354
	US-101	866	1900	0.46	1100	1900	0.58	NO	234	2113	3800	0.56	2145	3800	0.56	NO	32
	US-101	4707	5700	0.83	4717	5700	0.83	NO	10	5260	5700	0.92	5476	5700	0.96	YES	216
	US-101	2217	3800	0.58	2646	3800	0.70	NO	429	1020	1900	0.54	1241	1900	0.65	NO	221
	All Link Totals:	20889	30300		23381	30300			2491	22547	30300		24685	30300			2139
	All Link Avg. Capacity:		2164			2164					2164			2164			
	LOS E/F Link Totals:	8955	9800		9631	9800			675	17352	19700		18717	19700			1365
	E/F Link Avg. Capacity:		2450			2450					2463			2463			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	2164	x 5% =	108	volume	Average Link Capacity of:	2164	x 5% =	108	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	2450	x 2.5% =	61	volume	Average LOS E/F Link Capacity:	2463	x 2.5% =	61	volume

LOS E/F Links Screenline Impact Summary - Link Set #31

	AM Peak hour	PM Peak hour
Change in V/C:	0.069	0.069
Change in Volume:	675	1365
Impact Threshold:	0.005 V/C & volume of: 61	0.005 V/C & volume of: 61
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change	PM Peak Hour (Southbound) Base Condition Volume	Base Condition Capacity	Base Condition V/C	Project Condition Volume	Project Condition Capacity	Project Condition V/C	LOS E/F?	Volume Change
Link Set 33	Blossom Hill	2712	2700	1.00	2736	2700	1.01	YES	24	1113	2700	0.41	1115	2700	0.41	NO	2
GP-07-02-01	Snell	665	1200	0.55	752	1200	0.63	NO	87	714	1200	0.60	848	1200	0.71	NO	134
S/O SR 85	Lean	54	600	0.09	113	600	0.19	NO	59	158	600	0.26	243	600	0.41	NO	85
	Cottle	2214	2700	0.82	2295	2700	0.85	NO	81	2207	2700	0.82	2351	2700	0.87	NO	144
	Via del Oro	100	650	0.15	122	650	0.19	NO	22	110	650	0.17	119	650	0.18	NO	9
	Great Oaks	1041	1800	0.58	1185	1800	0.66	NO	144	576	1800	0.32	963	1800	0.54	NO	387
	All Link Totals:	6786	9650		7203	9650			418	4878	9650		5639	9650			763
	All Link Avg. Capacity:		1608			1608					1608			1608			
	LOS E/F Link Totals:	2712	2700		2736	2700			25	0	0		0	0			0
	E/F Link Avg. Capacity:		2700			2700					0			0			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	1608	x 5% =	80	volume	Average Link Capacity of:	1608	x 5% =	80	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	2700	x 2.5% =	67	volume	Average LOS E/F Link Capacity:	0	x 2.5% =	0	volume

LOS E/F Links Screenline Impact Summary - Link Set #31

	AM Peak hour	PM Peak hour
Change in V/C:	0.009	0.000
Change in Volume:	25	0
Impact Threshold:	0.005 V/C & volume of: 67	0.005 V/C & volume of: 0
Significant Impact?:	NO	NO

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Westbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change	PM Peak Hour (Eastbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change
Link Set 34	Yerba Buena	295	1800	0.16	497	1800	0.28	NO	202	841	1800	0.47	1301	1800	0.72	NO	460
GP-07-02-01	Hellyer	212	600	0.35	270	600	0.45	NO	58	479	600	0.80	586	600	0.98	YES	107
W/O US 101	Coyote	128	600	0.21	240	600	0.40	NO	112	241	600	0.40	360	600	0.60	NO	119
	Blossom Hill	2195	2700	0.81	2661	2700	0.99	YES	466	2487	2700	0.92	2536	2700	0.94	YES	49
	SR 85	1896	3800	0.50	2055	3800	0.54	NO	159	757	1900	0.40	1300	1900	0.68	NO	543
	SR 85	738	1900	0.39	1230	1900	0.65	NO	492	3110	3800	0.82	3387	3800	0.89	NO	277
	All Link Totals:	5464	11400		6953	11400			1489	7915	11400		9470	11400			1552
	All Link Avg. Capacity:		1900			1900					1900			1900			
	LOS E/F Link Totals:	2195	2700		2661	2700			466	2966	3300		3122	3300			156
	E/F Link Avg. Capacity:		2700			2700					1650			1650			

Impact Thresholds

	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	1900	x 5% =	95	volume	Average Link Capacity of:	1900	x 5% =	95	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	2700	x 2.5% =	67	volume	Average LOS E/F Link Capacity:	1650	x 2.5% =	41	volume

LOS E/F Links Screenline Impact Summary - Link Set #31

	AM Peak hour	PM Peak hour
Change in V/C:	0.173	0.047
Change in Volume:	466	156
Impact Threshold:	0.005 V/C & volume of: 67	0.005 V/C & volume of: 41
Significant Impact?:	**YES**	**YES**

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Table 19 (Continued)
Aggregated Screenline Capacity Analysis – Winter 2008 Cumulative

Link Set # and Location	Link / Roadway Name	AM Peak Hour (Northwestbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change	PM Peak Hour (Southeastbound) Base Condition Volume	Capacity	V/C	Project Condition Volume	Capacity	V/C	LOS E/F?	Volume Change
Link Set 35	Branham	881	2700	0.33	1338	2700	0.50	NO	457	946	2700	0.35	1202	2700	0.45	NO	256
GP-07-02-01	Chynoweth	103	1800	0.06	102	1800	0.06	NO	-1	119	1800	0.07	119	1800	0.07	NO	0
N/O SR 85 &	Entrada Cedros	276	600	0.46	264	600	0.44	NO	-12	356	600	0.59	368	600	0.61	NO	12
E/O SR 87	Snell	975	2700	0.36	1327	2700	0.49	NO	352	1692	2700	0.63	2018	2700	0.75	NO	326
	Blossom Hill	1541	2700	0.57	2076	2700	0.77	NO	535	1851	2700	0.69	2210	2700	0.82	NO	359
	Lean	54	600	0.09	113	600	0.19	NO	59	158	600	0.26	243	600	0.41	NO	85
	Cottle	1584	2700	0.59	1660	2700	0.61	NO	76	2008	2700	0.74	2177	2700	0.81	NO	169
	Via del Oro	100	650	0.15	122	650	0.19	NO	22	110	650	0.17	119	650	0.18	NO	9
	All Link Totals:	5514	14450		7002	14450			1487	7240	14450		8456	14450			1218
	All Link Avg. Capacity:		1806			1806					1806			1806			
	LOS E/F Link Totals:	0	0		0	0			0	0	0		0	0			0
	E/F Link Avg. Capacity:		0			0					0			0			

Impact Thresholds

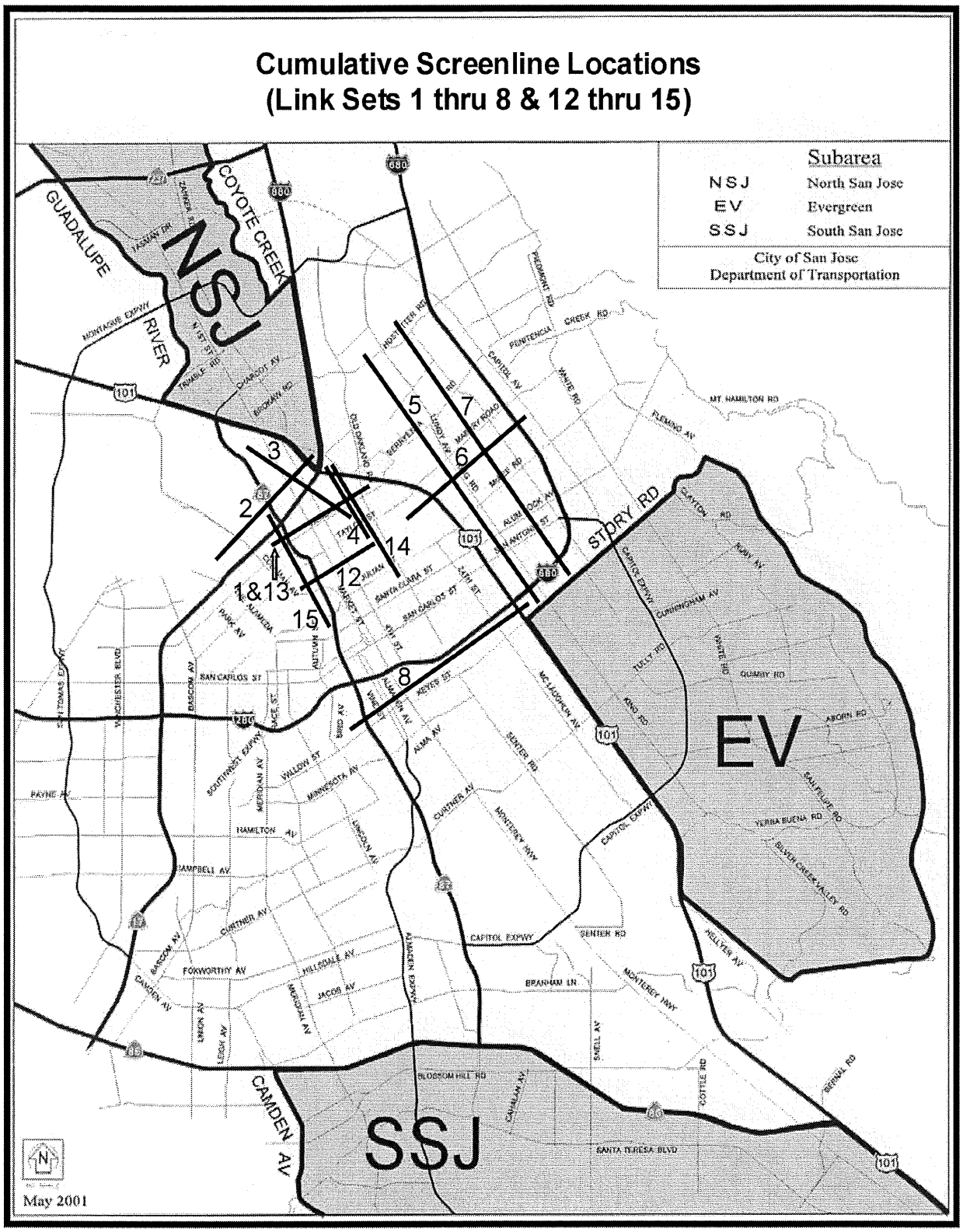
	AM Peak Hour					PM Peak Hour				
All Links:	Average Link Capacity of:	1806	x 5% =	90	volume	Average Link Capacity of:	1806	x 5% =	90	volume
Congested E/F Links:	Average LOS E/F Link Capacity:	0	x 2.5% =	0	volume	Average LOS E/F Link Capacity:	0	x 2.5% =	0	volume

LOS E/F Links Screenline Impact Summary - Link Set #31

	AM Peak hour	PM Peak hour
Change in V/C:	0.000	0.000
Change in Volume:	0	0
Impact Threshold:	0.005 V/C & volume of: 0	0.005 V/C & volume of: 0
Significant Impact?:	NO	NO

Source: City of San Jose Winter 2008 Cumulative Aggregated Screenline Analysis, December 18, 2007.

Figure 20


Cumulative Screenline Locations
(Link Sets 1 thru 8 & 12 thru 15)
Subarea
NSJ North San Jose
EV Evergreen
SSJ South San Jose
City of San Jose
Department of Transportation
NSJ
EV
SSJ
GUADALUPE RIVER
COYOTE CREEK
CAMDEN AV
STORY RD
1&13
2
3
4
5
6
7
8
12
14
15
May 2001

8. Conclusions

The potential impacts of the project were evaluated in accordance with the standards and methodologies set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). A CMP freeway analysis was conducted since the project would generate more than 100 peak hour trips. Significant traffic impacts due to the project were determined based on AM and PM peak hour levels of service for twenty-two signalized intersections and fifteen freeway segments. Project impacts on other transportation facilities, such as pedestrian and bicycle facilities, parking, and transit service were determined on the basis of engineering judgment.

Significant Project Impacts

City of San Jose Intersection Level of Service Analysis

The results of the signalized intersection level of service analysis show that, measured against the City of San Jose level of service impact criteria, three protected study intersections would be significantly impacted by the project:

North First Street and Taylor Street (PM peak hour)
North Tenth Street and Hedding Street (AM peak hour)
North Tenth Street and Taylor Street (PM peak hour)

These three protected intersections would operate at unacceptable levels of service during the peak hours shown above under background conditions, and the added trips as a result of the project would cause the V/C ratio at each intersection to increase by more than one-half percent (0.005). Based on the City of San Jose level of service impact criteria for protected intersections, this constitutes a significant project impact.

Protected Intersection Requirements

The study intersections of North First Street/Taylor Street, North Tenth Street/Hedding Street, and North Tenth Street/ Taylor Street have been identified as City of San Jose Protected Intersections. The LOS Policy specifies that Protected Intersections consist of locations that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect upon other transportation facilities (such as pedestrian, bicycle, and transit systems). Protected Intersections are therefore not required to maintain a Level of Service D, which is the City of San Jose standard.

If a development project has significant traffic impacts at a designated Protected Intersection, the project may be approved if offsetting Transportation System Improvements are provided. These improvements are not considered "mitigation" as defined by CEQA. Instead, they are overriding considerations for a significant unavoidable traffic impact. The offsetting improvements are intended to provide other transportation benefits for the community adjacent to the traffic impact. The improvements may include enhancements to pedestrian, bicycle, and transit facilities, as well as neighborhood traffic calming measures and roadway improvements.

The specific improvements proposed can be identified prior to project approval. The City will identify the specific improvements prior to project approval. Priority is given to improvements identified in previously adopted plans such as area-wide specific or master plans, redevelopment plans, or plans prepared through the Strong Neighborhoods Initiative. Community outreach should occur in conjunction with the project review and approval process. Specific improvements can be finalized during the subsequent planning permit stages and can be described in the Final EIR.

The LOS Policy has established a fee equal to $2,000 per net peak hour project trip for one intersection impact and $3,000 per net peak hour project trip for multiple intersection impacts to fund alternative transportation improvements. For the purpose of determining the Protected Intersection LOS impact fee, net peak hour project trips are defined as the total number of peak hour trips generated by the project during the highest peak hour period after all appropriate trip credits have been applied. The values of the improvements will be equal to the established fees. Since the project impacts three protected intersections, the estimated project cost is $3,000 times 509 PM peak hour trips, plus a 3.5 percent annual cost escalation adjustment.

In order to finalize the offsetting improvements to be constructed by this project a community meeting should be held to determine the selection of improvements agreed upon by the community. The developer will then submit improvement plans to the City of San Jose, Department of Public Works for review and approval.

Estimated Project Cost: $1,527,000 ($3,000 x 509 PM peak hour trips)

Project Contribution to Significant Intersection Impacts

As previously discussed, the project involves redeveloping two separate sites: the Corporation Yard site and an adjacent parking lot on North Sixth Street. The peak hour traffic generated by each site was evaluated to determine the contribution of each site to the significant intersection impacts. Based on the number of net peak hour trips that each site would generate, 93 percent of the net peak hour trips would be attributable to redeveloping the Corporation Yard site with the proposed mixed uses, while the remaining 7 percent of the net peak hour trips would be attributable to redeveloping the parking lot on North Sixth Street with affordable senior housing units.

CMP Intersection Level of Service Analysis

Based on the CMP intersection level of service analysis, none of the CMP study intersections would be significantly impacted by the project.

Freeway Segment Level of Service Analysis

The results of the CMP freeway segment level of service analysis initially show that the project would cause the level of service on the following directional freeway segment to degrade from an acceptable LOS E under existing conditions to an unacceptable LOS F: northbound I-880 between US 101 and Brokaw Road during the AM peak hour. However, the monitoring report does not take into account the City's planned HOV lane project on I-880 that includes this study segment. The I-880 HOV lane project, which extends from Old Bayshore Highway in San Jose to Route 237 in Milpitas, will add 4.3 miles of HOV lanes in both the northbound and southbound directions. The improvement from a 6-lane to an 8-lane facility will mainly consist of outside widening and includes modifications of various existing on and off-ramps within the project limits. This improvement project is considered fully funded and, therefore, should be considered a background condition when determining capacity of this freeway segment. The freeway data obtained from the 2005 Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study did not include the improvements associated with the I-880 HOV lane project. With the planned improvements in place, the level of service of this freeway segment would improve and the project would not result in a significant freeway impact.

Cumulative General Plan Amendment Analysis

An analysis of long-term cumulative traffic impacts on the citywide transportation system associated with the land use changes due to the proposed development and all other pending General Plan Amendments in the City of San Jose was completed. The cumulative analysis indicated that the proposed land use changes would result in a significant increase in households. The traffic associated with the growth would result in increases in peak direction volumes across many of the screenlines that were analyzed, Vehicle Miles Traveled, Vehicle Hours Traveled, and links (roadways) operating at LOS E/F. As part of the cumulative GPA traffic analysis, mitigation for the identified impacts was identified to meet the City's level of service policy. The proposed mitigation measures would serve to reduce impacts and be in conformance with General Plan policies.

Consistent with City policies and practice, the CUBE model used to evaluate cumulative traffic impacts includes all of the major transportation infrastructure identified in the General Plan *Land Use/ Transportation Diagram*, including infrastructure that is not yet built and/or funded such as the US 101/Mabury and US 101/Zanker/Fourth Street interchanges. Therefore, additions to the transportation system, either added roadway or transit capacity, will not be available to mitigate any significant transportation impacts.

Although not considered mitigation for the identified long-term cumulative traffic impacts, any project that would add PM peak hour trips to the US 101/Oakland Road interchange, such as the Japantown Corporation Yard residential project, would be required to make a fair share contribution under the adopted US 101/Oakland/Mabury Transportation Development Policy (TDP) toward the construction of the US 101/Mabury interchange to help alleviate the cumulative traffic impacts.

General Plan Policies

Impacts from a proposed GPA can be reduced by conformance with the following General Plan policies:

- *Services and Facilities Level of Service Policy #5* - requires that the minimum overall performance of City streets during peak travel periods should be level of service "D". To meet that goal, the policy states that development proposals should be reviewed for their measurable impacts on the level of service and should be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "D" or worse.

  Results of the traffic analysis indicate that the proposed amendment will add traffic to streets already identified as operating at unacceptable levels. According to the general plan policy and impact criteria, this constitutes a significant impact. Although there is no mitigation yet identified, at the time a specific development application is submitted, a traffic impact study would identify any current condition deficiencies that would need to be mitigated to meet level of service policies. In accordance with the City's level of service policy, any impacts would then have to be mitigated before the project could be approved.

- *Transportation Policy # 1 (Thoroughfares)* states that inter-neighborhood movement of people and goods should occur on thoroughfares and is discouraged on neighborhood streets.

- *Transportation Policy #3 (Thoroughfares)* states that public street right-of-way dedication and improvements should be required as development occurs. Ultimate thoroughfare right-of-way should be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function.

- *Transportation Policy #8 (Thoroughfares)* states that vehicular, bicycle, and pedestrian safety should be an important factor in the design of streets and roadways.

- *Transportation Policy #9 (Impacts on Local Neighborhoods)* states that neighborhood streets should be designed to discourage through traffic and unsafe speeds. If neighborhood streets are used for through traffic or if they are traveled at unsafe speeds, law enforcement and traffic operations techniques should be employed to mitigate these conditions.

- *Transportation Policy #11 (Transit Facilities)* states that the City should cooperate with transportation agencies to achieve the following objectives for the County's public transit system:

  - Provide all segments of the City's population, including the handicapped, elderly, youth and economically disadvantaged, with adequate access to public transit. Public transit should be designed to be an attractive, convenient, dependable and safe alternative to the automobile.

  - Enhance transit service in major commute corridors, and provide convenient transfers between public transit systems and other modes of travel.

- *Transportation Policy #16 (Pedestrian Facilities)* states that pedestrian travel should be encouraged as a viable mode of movement between high density residential and commercial areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban

areas, particularly the Downtown Core Area and neighborhood business districts by providing safe and convenient pedestrian facilities.

- *Transportation Policy #41 (Bicycling)* states that the City should develop a safe, direct, and well-maintained transportation bicycle network linking residences, employment centers, schools, parks and transit facilities and should promote bicycling as an alternative mode of transportation for commuting as well as for recreation.

- *Transportation Policy #42 (Bicycling)* states that bike lanes are considered generally appropriate on arterial and major collector streets. Right-of-way requirements for bike lanes should be considered in conjunction with planning the major thoroughfares network and in implementing street improvement projects.

- *Transportation Policy #43 (Bicycling)* states that priority improvements to the Transportation Bicycle Network should include:

    - Bike routes linking light rail stations to nearby neighborhoods.
    - Bike paths along designated trails and pathways corridors.
    - Bike paths linking residential areas to major employment centers.

Japantown Residential Mixed-Use Development Technical Appendices

Appendix A

Traffic Counts

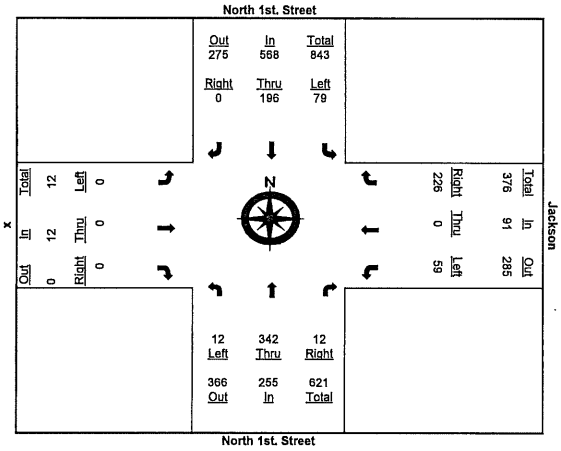
AM Peak-Hour Volume Count Worksheet

Date: 5/11/06
Counter: Joy and Gianina
Intersection Name: North 1st. St and Jackson
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-1625

	North 1st. Street				Jackson				North 1st. Street				x			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	38	15	53	43	0	3	46	1	48	0	49	0	0	0	0
7:30	0	61	24	85	80	0	5	85	4	122	0	126	0	0	0	0
7:45	0	114	43	157	137	0	16	153	7	212	4	223	0	0	0	0
8:00	0	164	60	224	200	0	31	231	11	290	9	310	0	0	0	0
8:15	0	211	82	293	258	0	47	305	13	378	12	403	0	0	0	0
8:30	0	257	103	360	306	0	64	370	16	464	12	492	0	0	0	0
8:45	0	308	120	428	342	0	69	411	20	555	13	588	0	0	0	0
9:00	0	351	140	491	375	0	80	455	25	657	16	698	0	0	0	0

																	Hourly
Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Totals
7:00 - 8:00	0	164	60	224	200	0	31	231	11	290	9	310	0	0	0	0	765
7:15 - 8:15	0	173	67	240	215	0	44	259	12	330	12	354	0	0	0	0	853
7:30 - 8:30	0	196	79	275	226	0	59	285	12	342	12	366	0	0	0	0	926
7:45 - 8:45	0	194	77	271	205	0	53	258	13	343	9	365	0	0	0	0	894
8:00 - 9:00	0	187	80	267	175	0	49	224	14	367	7	388	0	0	0	0	879
Peak Volumes:	0	196	79	275	226	0	59	285	12	342	12	366	0	0	0	0	926



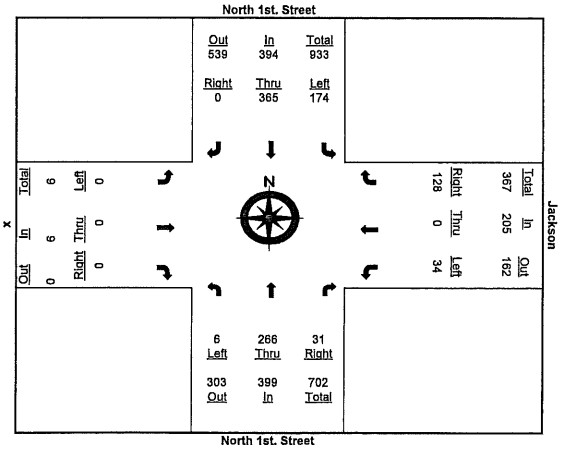
PM Peak-Hour Volume Count Worksheet

Date: 5/11/06
Counter: Joy and Gianina
Intersection Name: North 1st. St and Jackson
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-1625

	North 1st. Street				Jackson				North 1st. Street				x			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	71	33	104	28	0	17	45	8	78	2	88	0	0	0	0
4:30	0	153	67	220	44	0	27	71	11	140	4	155	0	0	0	0
4:45	0	221	108	329	72	0	43	115	17	203	11	231	0	0	0	0
5:00	0	289	144	433	107	0	52	159	25	263	12	300	0	0	0	0
5:15	0	385	193	578	138	0	58	196	28	329	12	369	0	0	0	0
5:30	0	478	235	713	172	0	68	240	38	429	14	481	0	0	0	0
5:45	0	586	282	868	200	0	77	277	48	469	17	534	0	0	0	0
6:00	0	658	326	984	217	0	86	303	55	528	22	605	0	0	0	0

																	Hourly
Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Totals
4:00 - 5:00	0	289	144	433	107	0	52	159	25	263	12	300	0	0	0	0	892
4:15 - 5:15	0	314	160	474	110	0	41	151	20	251	10	281	0	0	0	0	906
4:30 - 5:30	0	325	168	493	128	0	41	169	27	289	10	326	0	0	0	0	988
4:45 - 5:45	0	365	174	539	128	0	34	162	31	266	6	303	0	0	0	0	1,004
5:00 - 6:00	0	369	182	551	110	0	34	144	30	285	10	305	0	0	0	0	1,000
Peak Volumes:	0	365	174	539	128	0	34	162	31	266	6	303	0	0	0	0	1,004



PM Peak-Hour Volume Count Worksheet

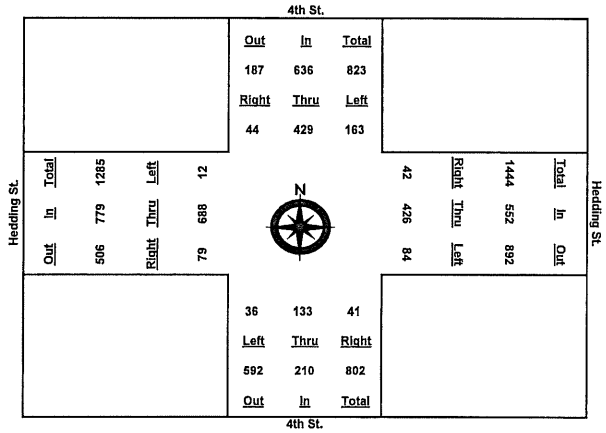
Date: 6/13/07
Counter: Logan & Jayme S.
Intersection Name: Hedding St. & 4th St.
Weather: clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	4th St. North Approach				Hedding St. East Approach				4th St. South Approach				Hedding St. West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	14	82	43	139	9	81	10	100	11	36	8	55	14	116	3	133
4:30	21	146	67	234	17	153	26	196	19	64	12	95	24	216	15	255
4:45	26	237	97	360	28	240	46	314	25	97	17	139	36	326	20	382
5:00	40	337	130	507	36	329	58	423	35	130	27	192	56	485	23	564
5:15	50	425	169	644	51	432	76	559	48	163	38	249	77	661	24	762
5:30	58	542	218	818	62	551	105	718	57	191	48	296	95	826	27	948
5:45	70	666	260	996	70	666	130	866	66	230	53	349	115	1,014	32	1,161
6:00	74	735	290	1,099	74	737	144	955	78	259	62	399	134	1,153	36	1,323

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	40	337	130	507	36	329	58	423	35	130	27	192	56	485	23	564	1,686
4:15 - 5:15	36	343	126	505	42	351	66	459	37	127	30	194	63	545	21	629	1,787
4:30 - 5:30	37	396	151	584	45	398	79	522	38	127	36	201	71	610	12	693	2,000
4:45 - 5:45	44	429	163	636	42	426	84	552	41	133	36	210	79	688	12	779	2,177
5:00 - 6:00	34	398	160	592	38	408	86	532	43	129	35	207	78	668	13	759	2,090
Peak Volumes:	44	429	163	636	42	426	84	552	41	133	36	210	79	688	12	779	2,177

Cut and Paste	SBR	SBT	SBL		WBR	WBT	WBL		NBR	NBT	NBL		EBR	EBT	EBL
	44	429	163		42	426	84		41	133	36		79	688	12



AM Peak-Hour Volume Count Worksheet

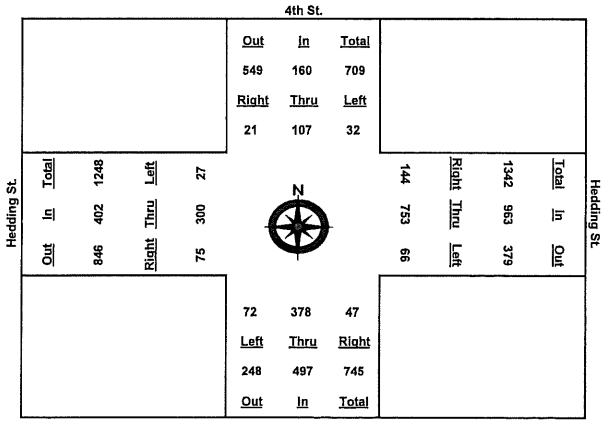
Date: 6/13/07
Counter: Logan & Jane
Intersection Name: Hedding St. & 4th St.
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	4th St. North Approach				Hedding St. East Approach				4th St. South Approach				Hedding St. West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	5	23	7	35	28	102	11	141	10	64	6	80	9	57	6	72
7:30	12	35	9	56	51	242	28	321	19	132	18	169	18	128	11	157
7:45	17	61	24	102	96	539	44	679	37	243	52	332	62	271	24	357
8:00	20	85	31	136	120	647	58	825	43	310	65	418	74	312	30	416
8:15	28	121	39	188	158	811	72	1,041	57	406	77	540	83	367	35	485
8:30	33	142	41	216	195	995	94	1,284	66	510	90	666	93	428	38	559
8:45	39	170	64	273	242	1,175	113	1,530	72	586	102	760	101	480	46	627
9:00	42	203	74	319	265	1,294	122	1,681	83	644	108	835	113	515	48	676

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	20	85	31	136	120	647	58	825	43	310	65	418	74	312	30	416	1,795
7:15 - 8:15	23	98	32	153	130	709	61	900	47	342	71	460	74	310	29	413	1,926
7:30 - 8:30	21	107	32	160	144	753	66	963	47	378	72	497	75	300	27	402	2,022
7:45 - 8:45	22	109	40	171	146	636	69	851	35	343	50	428	39	209	22	270	1,720
8:00 - 9:00	22	118	43	183	145	647	64	856	40	334	43	417	39	203	18	260	1,716
Peak Volumes:	21	107	32	160	144	753	66	963	47	378	72	497	75	300	27	402	2,022

Cut and Paste	SBR	SBT	SBL		WBR	WBT	WBL		NBR	NBT	NBL		EBR	EBT	EBL
	21	107	32		144	753	66		47	378	72		75	300	27



AM Peak-Hour Volume Count Worksheet

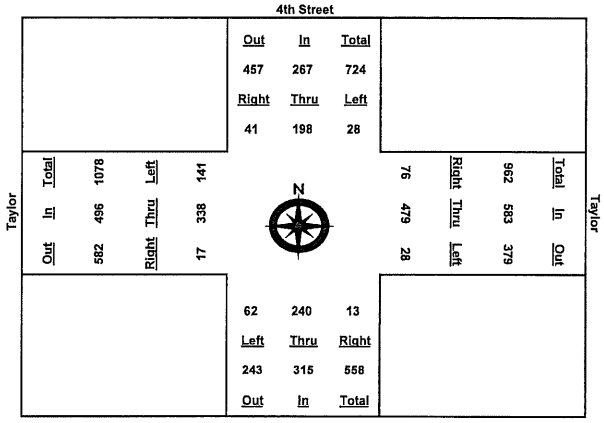
Date: 6/13/07
Counter: Alvan and Dianne
Intersection Name: Taylor Street and 4th Stree
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	4th Street				Taylor				4th Street				Taylor			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	9	18	5	32	9	81	2	92	2	28	9	39	3	69	21	93
7:30	15	40	10	65	27	170	5	202	7	63	12	82	8	110	43	161
7:45	23	90	22	135	46	280	9	335	12	142	36	190	13	196	77	286
8:00	32	144	32	208	66	408	19	493	14	212	45	271	17	287	115	419
8:15	47	187	36	270	85	534	26	645	16	256	62	334	19	358	146	523
8:30	56	238	38	332	103	649	33	785	20	303	74	397	25	448	184	657
8:45	67	271	41	379	108	740	39	887	24	347	88	459	36	524	214	774
9:00	73	301	43	417	112	820	43	975	27	391	102	520	45	602	245	892

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	32	144	32	208	66	408	19	493	14	212	45	271	17	287	115	419	1,391
7:15 - 8:15	38	169	31	238	76	453	24	553	14	228	53	295	16	289	125	430	1,516
7:30 - 8:30	41	196	28	267	76	479	28	583	13	240	62	315	17	338	141	496	1,661
7:45 - 8:45	44	181	19	244	62	460	30	552	12	205	52	269	23	328	137	488	1,553
8:00 - 9:00	41	157	11	209	46	412	24	482	13	179	57	249	28	315	130	473	1,413
Peak Volumes:	41	198	28	267	76	479	28	583	13	240	62	315	17	338	141	496	1,661

Cut and Paste	SBR	SBT	SBL		WBR	WBT	WBL		NBR	NBT	NBL		EBR	EBT	EBL
	41	198	28		76	479	28		13	240	62		17	338	141



PM Peak-Hour Volume Count Worksheet

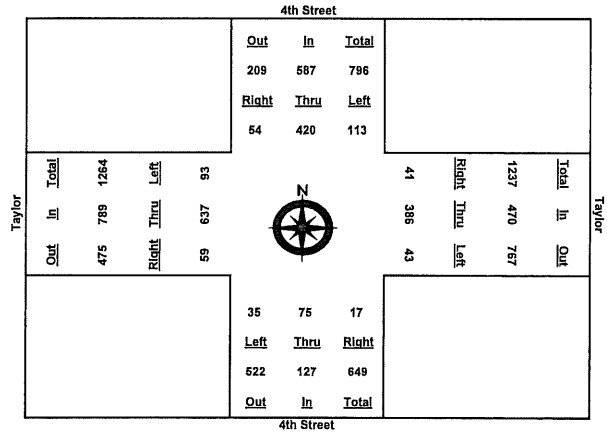
Date: 6/13/07
Counter: Alvan and Keith
Intersection Name: Taylor street and 4th Street
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	4th Street				Taylor				4th Street				Taylor			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	17	70	20	107	18	100	7	125	7	33	7	47	11	142	19	172
4:30	28	154	27	209	25	189	12	226	10	47	10	67	27	270	33	330
4:45	42	242	42	326	36	278	23	337	21	67	20	108	49	400	52	501
5:00	58	320	63	441	42	368	34	444	26	86	30	142	62	532	67	661
5:15	75	438	85	598	52	464	46	562	32	112	40	184	75	690	95	860
5:30	87	544	112	743	65	574	65	704	40	132	53	225	88	837	113	1,038
5:45	100	653	149	902	74	667	72	813	42	150	59	251	106	1,006	138	1,250
6:00	112	740	176	1,028	83	754	77	914	43	161	65	269	121	1,169	160	1,450

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	58	320	63	441	42	368	34	444	26	86	30	142	62	532	67	661	1,688
4:15 - 5:15	58	368	65	491	34	364	39	437	25	79	33	137	64	548	76	688	1,753
4:30 - 5:30	59	390	85	534	40	385	53	478	30	85	43	158	61	567	80	708	1,878
4:45 - 5:45	58	411	107	576	38	389	49	476	21	83	39	143	57	606	86	749	1,944
5:00 - 6:00	54	420	113	587	41	386	43	470	17	75	35	127	59	637	93	789	1,973
Peak Volumes:	54	420	113	587	41	386	43	470	17	75	35	127	59	637	93	789	1,973

Cut and Paste	SBR	SBT	SBL		WBR	WBT	WBL		NBR	NBT	NBL		EBR	EBT	EBL
	54	420	113		41	386	43		17	75	35		59	637	93



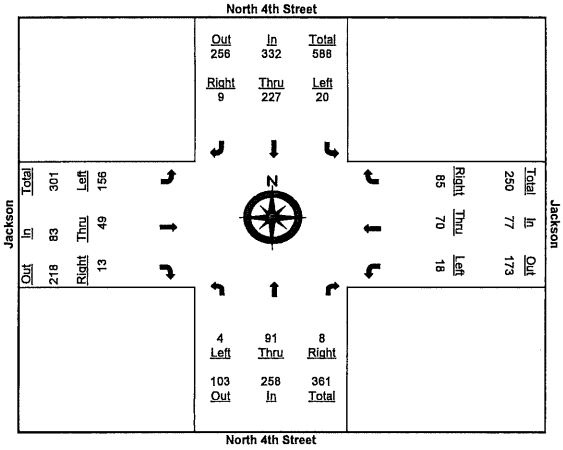
AM Peak-Hour Volume Count Worksheet

Date: 5/11/06
Counter: Patti and Ryan
Intersection Name: 4th and Jackson
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-1625

	North 4th Street				Jackson				North 4th Street				Jackson			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	14	0	14	8	6	4	18	0	9	0	9	0	7	12	19
7:30	3	55	6	64	21	15	4	40	0	23	0	23	0	20	32	52
7:45	4	95	12	111	56	33	5	94	3	44	0	47	3	29	60	92
8:00	9	168	20	197	74	50	9	133	5	76	3	84	6	43	108	157
8:15	9	233	23	265	92	73	18	183	7	101	3	111	9	56	152	217
8:30	12	282	26	320	106	85	22	213	8	114	4	126	13	69	188	270
8:45	14	326	26	366	120	100	28	248	9	126	4	139	20	84	207	311
9:00	16	395	30	441	134	118	34	286	11	143	5	159	27	96	255	378

																	Hourly
Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Totals
7:00 - 8:00	9	168	20	197	74	50	9	133	5	76	3	84	6	43	108	157	571
7:15 - 8:15	9	219	23	251	84	67	14	165	7	92	3	102	9	49	140	198	716
7:30 - 8:30	9	227	20	256	85	70	18	173	8	91	4	103	13	49	156	218	750
7:45 - 8:45	10	231	14	255	64	67	23	154	6	82	4	92	17	55	147	219	720
8:00 - 9:00	7	227	10	244	60	68	25	153	6	67	2	75	21	53	147	221	693
Peak Volumes:	9	227	20	256	85	70	18	173	8	91	4	103	13	49	156	218	750



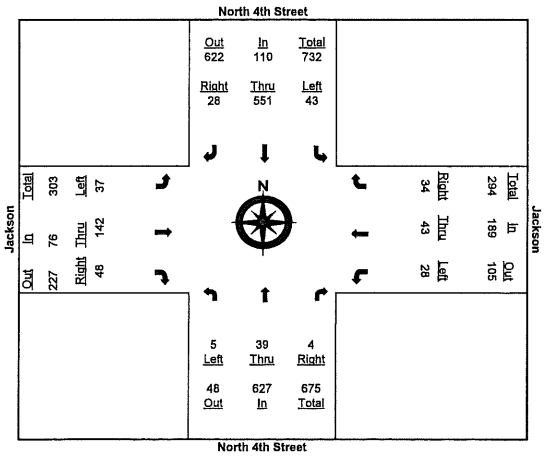
PM Peak-Hour Volume Count Worksheet

Date: 5/11/06
Counter: Patti and Alex
Intersection Name: 4th and Jackson
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-1625

	North 4th Street				Jackson				North 4th Street				Jackson			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	8	90	2	100	3	14	1	18	1	11	3	15	4	21	7	32
4:30	12	197	5	214	12	25	8	45	2	18	3	23	11	42	17	70
4:45	16	304	10	330	18	37	8	63	4	25	3	32	17	65	31	113
5:00	21	407	13	441	28	53	12	93	5	29	5	39	25	90	44	159
5:15	27	550	27	604	36	65	19	120	5	38	6	49	32	132	53	217
5:30	36	697	36	769	45	77	30	152	6	47	7	60	48	165	62	275
5:45	41	845	44	930	52	86	34	172	7	55	10	72	56	200	71	327
6:00	49	958	56	1,063	62	96	40	198	9	68	10	87	73	232	81	386

																	Hourly
Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Totals
4:00 - 5:00	21	407	13	441	28	53	12	93	5	29	5	39	25	90	44	159	732
4:15 - 5:15	19	460	25	504	33	51	18	102	4	27	3	34	28	111	46	185	825
4:30 - 5:30	24	500	31	555	33	52	22	107	4	29	4	37	37	123	45	205	904
4:45 - 5:45	25	541	34	600	34	49	26	109	3	30	7	40	39	135	40	214	963
5:00 - 6:00	28	551	43	622	34	43	28	105	4	39	5	48	48	142	37	227	1,002
Peak Volumes:	28	551	43	622	34	43	28	105	4	39	5	48	48	142	37	227	1,002



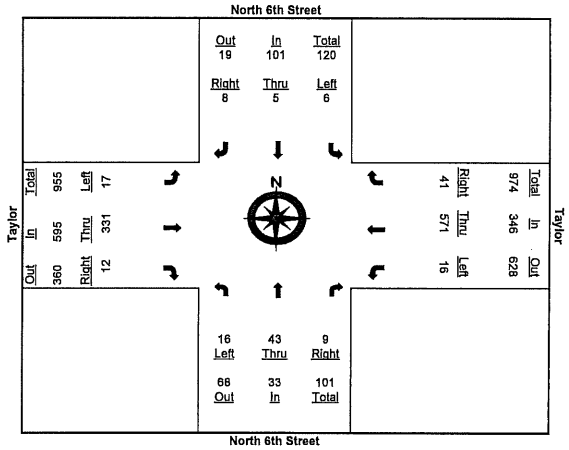
AM Peak-Hour Volume Count Worksheet

Date: 5/11/06
Counter: Alvan and Kushal
Intersection Name: North 6th and Jackson
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-1625

	North 6th Street				Taylor				North 6th Street				Taylor			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	2	2	2	6	3	113	2	118	2	11	3	16	3	64	4	71
7:30	2	3	5	10	5	244	4	253	6	20	4	30	8	134	10	152
7:45	3	5	7	15	16	385	4	405	7	31	6	44	10	233	16	259
8:00	6	6	9	21	25	539	8	572	9	45	8	62	15	320	21	356
8:15	8	7	10	25	41	668	16	725	14	58	13	85	18	391	22	431
8:30	10	8	11	29	46	815	20	881	15	63	20	98	20	465	27	512
8:45	11	9	12	32	48	947	21	1,016	18	73	24	115	25	526	30	581
9:00	12	14	12	38	51	1,049	23	1,123	21	77	30	128	26	586	31	643

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Hourly Totals
7:00 - 8:00	6	6	9	21	25	539	8	572	9	45	8	62	15	320	21	356	1,011
7:15 - 8:15	6	5	8	19	38	555	14	607	12	47	10	69	15	327	18	360	1,055
7:30 - 8:30	8	5	6	19	41	571	16	628	9	43	16	68	12	331	17	360	1,075
7:45 - 8:45	8	4	5	17	32	562	17	611	11	42	18	71	15	293	14	322	1,021
8:00 - 9:00	6	6	3	17	26	510	15	551	12	32	22	66	11	266	10	287	921
Peak Volumes:	8	5	6	19	41	571	16	628	9	43	16	68	12	331	17	360	1,075



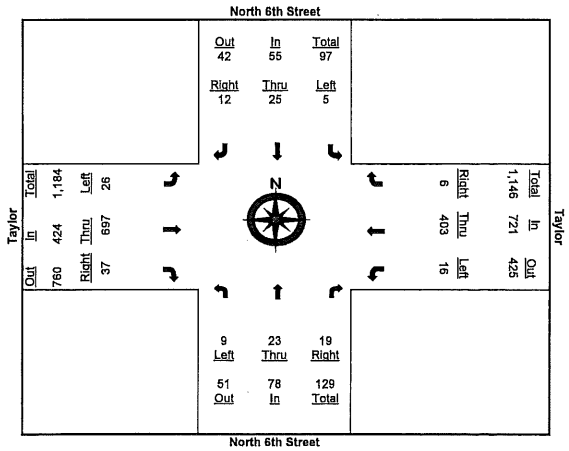
PM Peak-Hour Volume Count Worksheet

Date: 5/11/06
Counter: Alvan and Ngoc
Intersection Name: North 6th and Jackson
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-1625

	North 6th Street				Taylor				North 6th Street				Taylor			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	1	4	1	6	2	95	4	101	5	4	9	18	6	142	2	150
4:30	3	13	4	20	6	175	8	189	10	9	11	30	9	251	8	268
4:45	5	15	4	24	8	282	10	300	15	10	17	42	13	402	11	426
5:00	8	19	6	33	10	392	14	416	21	17	21	59	20	647	16	683
5:15	13	24	7	44	12	493	20	525	24	23	23	70	25	820	24	869
5:30	15	34	9	58	12	572	20	604	28	27	23	78	35	924	33	992
5:45	17	40	9	66	14	685	26	725	34	33	26	93	50	1,099	37	1,186
6:00	18	44	9	71	14	769	31	814	43	38	30	111	55	1,208	39	1,302

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Hourly Totals
4:00 - 5:00	8	19	6	33	10	392	14	416	21	17	21	59	20	647	16	683	1,191
4:15 - 5:15	12	20	6	38	10	398	16	424	19	19	14	52	19	678	22	719	1,233
4:30 - 5:30	12	21	5	38	6	397	12	415	18	18	12	48	28	673	25	724	1,225
4:45 - 5:45	12	25	5	42	6	403	16	425	19	23	9	51	37	697	26	760	1,278
5:00 - 6:00	10	25	3	38	4	377	17	398	22	21	9	52	35	561	23	619	1,107
Peak Volumes:	12	25	5	42	6	403	16	425	19	23	9	51	37	697	26	760	1,278



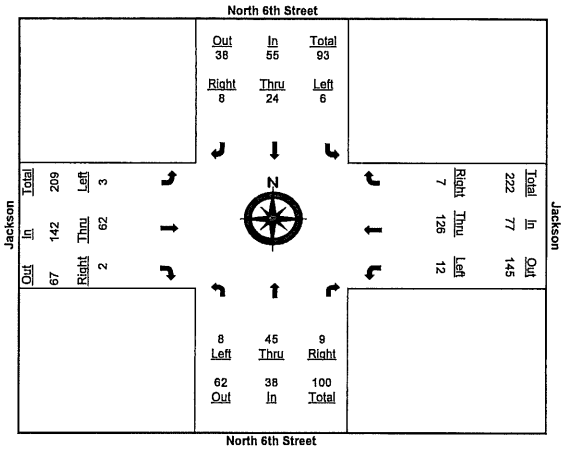
AM Peak-Hour Volume Count Worksheet

Date: 5/17/06
Counter: Patti
Intersection Name: North 6th and Jackson
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-1625

	North 6th Street				Jackson				North 6th Street				Jackson			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	2	6	0	8	2	18	0	20	1	4	3	8	0	3	2	5
7:30	4	10	0	14	4	37	2	43	5	12	5	22	1	13	3	17
7:45	7	12	1	20	6	73	3	82	6	19	8	33	2	28	3	33
8:00	8	21	3	32	6	98	9	113	11	30	10	51	2	55	4	61
8:15	8	28	5	41	9	133	10	152	11	46	13	70	3	67	5	75
8:30	12	34	6	52	11	163	14	188	14	57	13	84	3	75	6	84
8:45	12	39	7	58	13	184	16	213	14	64	17	95	5	81	8	94
9:00	14	45	7	66	17	198	20	235	14	72	18	104	5	91	11	107

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Hourly Totals
7:00 - 8:00	8	21	3	32	6	98	9	113	11	30	10	51	2	55	4	61	257
7:15 - 8:15	6	22	5	33	7	115	10	132	10	42	10	62	3	64	3	70	297
7:30 - 8:30	8	24	6	38	7	126	12	145	9	45	8	62	2	62	3	67	312
7:45 - 8:45	5	27	6	38	7	111	13	131	8	45	9	62	3	53	5	61	292
8:00 - 9:00	6	24	4	34	11	100	11	122	3	42	8	53	3	36	7	46	255
Peak Volumes:	8	24	6	38	7	126	12	145	9	45	8	62	2	62	3	67	312



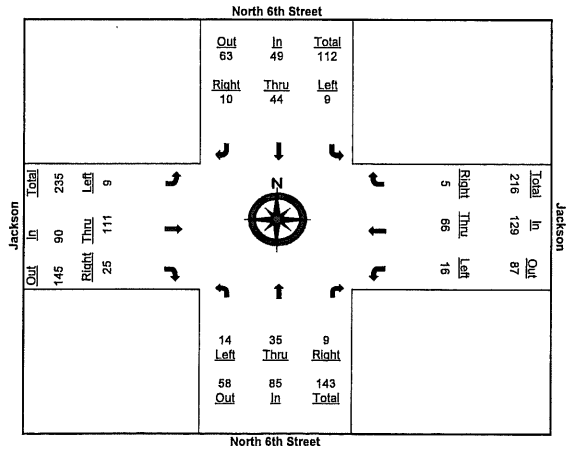
PM Peak-Hour Volume Count Worksheet

Date: 5/17/06
Counter: Patti
Intersection Name: North 6th and Jackson
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-1625

	North 6th Street				Jackson				North 6th Street				Jackson			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	8	1	9	1	10	1	12	0	6	1	7	4	13	1	18
4:30	5	17	1	23	1	24	2	27	3	15	4	22	8	36	1	45
4:45	7	27	2	36	2	35	4	41	8	30	9	47	13	62	4	79
5:00	10	33	3	46	4	44	9	57	10	37	14	61	21	82	11	114
5:15	12	46	4	62	4	66	11	81	12	45	18	75	28	116	14	158
5:30	13	56	7	76	5	79	13	97	14	55	21	90	35	140	17	192
5:45	16	67	11	94	9	95	22	126	17	64	25	106	40	167	17	224
6:00	20	77	12	109	9	110	25	144	19	72	28	119	46	193	20	259

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Hourly Totals
4:00 - 5:00	10	33	3	46	4	44	9	57	10	37	14	61	21	82	11	114	278
4:15 - 5:15	12	38	3	53	3	56	10	69	12	39	17	68	24	103	13	140	330
4:30 - 5:30	8	39	6	53	4	55	11	70	11	40	17	68	27	104	16	147	338
4:45 - 5:45	9	40	9	58	7	60	18	85	9	34	16	59	27	105	13	145	347
5:00 - 6:00	10	44	9	63	5	66	16	87	9	35	14	58	25	111	9	145	353
Peak Volumes:	10	44	9	63	5	66	16	87	9	35	14	58	25	111	9	145	353



AM Peak-Hour Volume Count Worksheet

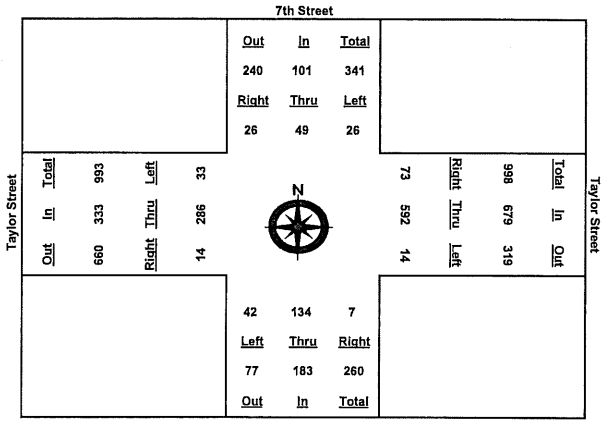
Date: 6/12/07
Counter: Alvan and Ngoc
Intersection Name: Taylor Street and 7th Stree
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	7th Street				Taylor Street				7th Street				Taylor Street			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	5	4	2	11	6	94	0	100	2	16	7	25	1	43	6	50
7:30	9	13	8	30	15	230	3	248	6	41	19	66	3	95	15	113
7:45	15	31	18	64	41	413	5	459	8	88	28	124	5	176	23	204
8:00	20	45	27	92	64	551	10	625	9	122	39	170	8	256	28	292
8:15	27	52	31	110	75	704	14	793	11	147	53	211	11	316	37	364
8:30	35	62	34	131	88	822	17	927	13	175	61	249	17	381	48	446
8:45	41	69	37	147	95	967	22	1,084	18	196	74	288	18	442	59	519
9:00	49	79	39	167	99	1,060	26	1,185	27	214	80	321	19	501	67	587

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	20	45	27	92	64	551	10	625	9	122	39	170	8	256	28	292	1,179
7:15 - 8:15	22	48	29	99	69	610	14	693	9	131	46	186	10	273	31	314	1,292
7:30 - 8:30	26	49	26	101	73	592	14	679	7	134	42	183	14	286	33	333	1,296
7:45 - 8:45	26	38	19	83	54	554	17	625	10	108	46	164	13	266	36	315	1,187
8:00 - 9:00	29	34	12	75	35	509	16	560	18	92	41	151	11	245	39	295	1,081
Peak Volumes:	**26**	**49**	**26**	**101**	**73**	**592**	**14**	**679**	**7**	**134**	**42**	**183**	**14**	**286**	**33**	**333**	**1,296**

Cut and Paste	SBR	SBT	SBL		WBR	WBT	WBL		NBR	NBT	NBL		EBR	EBT	EBL
	26	49	26		73	592	14		7	134	42		14	286	33



PM Peak-Hour Volume Count Worksheet

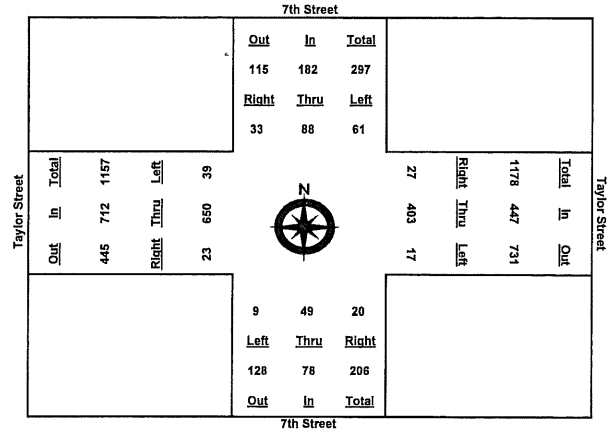
Date: 6/12/07
Counter: Shaun and Kristin
Intersection Name: Taylor Street and 7th Street
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	7th Street				Taylor Street				7th Street				Taylor Street			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	7	13	11	31	4	101	3	108	8	9	1	18	6	112	8	126
4:30	14	34	20	68	16	172	6	194	13	22	4	39	14	210	14	238
4:45	27	51	34	112	20	242	7	269	14	28	7	49	17	327	22	366
5:00	33	68	43	144	28	323	12	363	18	34	13	65	23	400	26	449
5:15	37	83	64	184	40	436	14	490	23	40	16	79	29	636	38	703
5:30	50	112	75	237	44	534	20	598	28	54	18	100	39	775	44	858
5:45	56	138	90	284	48	632	26	706	35	72	19	126	43	920	56	1,019
6:00	66	156	104	326	55	726	29	810	38	83	22	143	46	1,050	65	1,161

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	33	68	43	144	28	323	12	363	18	34	13	65	23	400	26	449	1,021
4:15 - 5:15	30	70	53	153	36	335	11	382	15	31	15	61	23	524	30	577	1,173
4:30 - 5:30	36	78	55	169	28	362	14	404	15	32	14	61	25	565	30	620	1,254
4:45 - 5:45	29	87	56	172	28	390	19	437	21	44	12	77	26	593	34	653	1,339
5:00 - 6:00	33	88	61	182	27	403	17	447	20	49	9	78	23	650	39	712	1,419
Peak Volumes:	**33**	**88**	**61**	**182**	**27**	**403**	**17**	**447**	**20**	**49**	**9**	**78**	**23**	**650**	**39**	**712**	**1,419**

Cut and Paste	SBR	SBT	SBL		WBR	WBT	WBL		NBR	NBT	NBL		EBR	EBT	EBL
	33	88	61		27	403	17		20	49	9		23	650	39



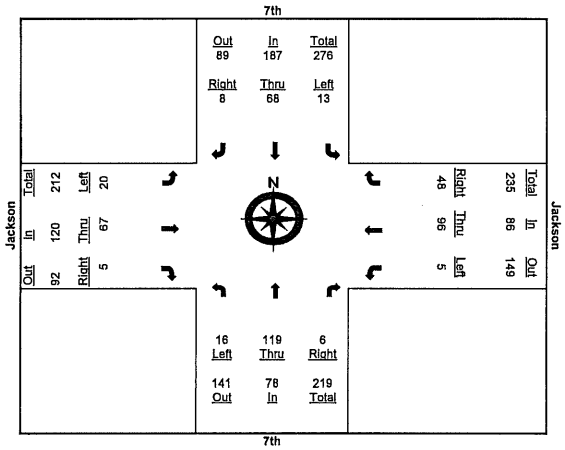
AM Peak-Hour Volume Count Worksheet

Date: 5/11/06
Counter: Kevin
Intersection Name: 7th and Jackson
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-1625

	7th North Approach				Jackson East Approach				7th South Approach				Jackson West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	2	6	0	8	3	7	0	10	0	9	1	10	0	4	2	6
7:30	2	17	4	23	10	28	0	38	1	42	6	49	1	13	5	19
7:45	6	38	8	52	24	61	4	89	1	70	9	80	1	30	9	40
8:00	9	70	11	90	38	88	4	130	3	104	12	119	3	61	18	82
8:15	10	74	13	97	51	103	5	159	6	128	17	151	5	71	22	98
8:30	12	88	14	114	54	128	9	191	8	143	20	171	5	77	27	109
8:45	12	98	16	126	64	150	10	224	10	173	21	204	9	89	28	126
9:00	13	108	17	138	67	165	11	243	10	198	24	232	10	94	32	136

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Hourly Totals
7:00 - 8:00	9	70	11	90	38	88	4	130	3	104	12	119	3	61	18	82	421
7:15 - 8:15	8	68	13	89	48	96	5	149	6	119	16	141	5	67	20	92	471
7:30 - 8:30	10	71	10	91	44	100	9	153	7	101	14	122	4	64	22	90	456
7:45 - 8:45	6	60	8	74	40	89	6	135	9	103	12	124	8	59	19	86	419
8:00 - 9:00	4	38	6	48	29	77	7	113	7	94	12	113	7	33	14	54	328
Peak Volumes:	8	68	13	89	48	96	5	149	6	119	16	141	5	67	20	92	471



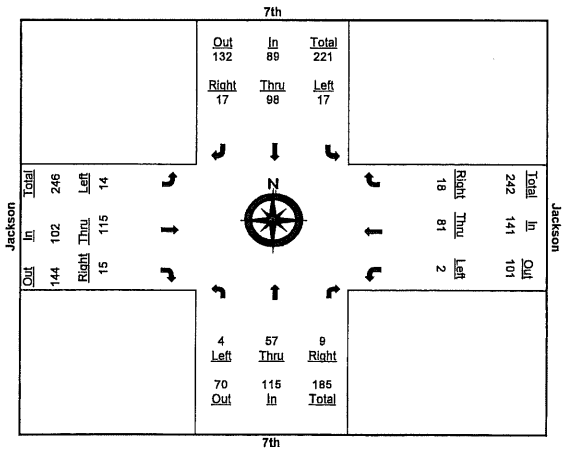
PM Peak-Hour Volume Count Worksheet

Date: 5/11/06
Counter: Kevin
Intersection Name: 7th and Jackson
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-1625

	7th North Approach				Jackson East Approach				7th South Approach				Jackson West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	1	20	3	24	4	14	1	19	1	13	0	14	3	23	7	33
4:30	4	45	5	54	10	31	2	43	2	21	0	23	4	41	11	56
4:45	10	64	7	81	14	49	3	66	3	36	0	39	6	65	17	88
5:00	18	92	10	120	16	64	3	83	6	47	1	54	8	80	19	107
5:15	20	111	13	144	21	84	3	108	7	57	1	65	15	115	21	151
5:30	31	136	19	186	27	111	4	142	9	78	2	89	19	142	25	186
5:45	33	157	23	213	31	123	4	158	13	88	2	103	22	169	28	219
6:00	35	190	27	252	34	145	5	184	15	104	5	124	23	195	33	251

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Hourly Totals
4:00 - 5:00	18	92	10	120	16	64	3	83	6	47	1	54	8	80	19	107	364
4:15 - 5:15	19	91	10	120	17	70	2	89	6	44	1	51	12	92	14	118	378
4:30 - 5:30	27	91	14	132	17	80	2	99	7	57	2	66	15	101	14	130	427
4:45 - 5:45	23	93	16	132	17	74	1	92	10	52	2	64	16	104	11	131	419
5:00 - 6:00	17	98	17	132	18	81	2	101	9	57	4	70	15	115	14	144	447
Peak Volumes:	17	98	17	132	18	81	2	101	9	57	4	70	15	115	14	144	447



AM Peak-Hour Volume Count Worksheet

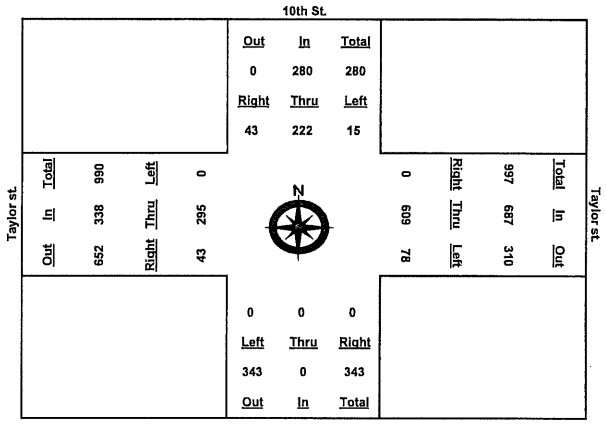
Date: 6/12/07
Counter: Logan & Jane
Intersection Name: Taylor st. & 10th St.
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	10th St.				Taylor st.				10th St.				Taylor st.			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	55	2	58	0	94	15	109	0	0	0	0	7	49	0	56
7:30	6	105	3	114	0	222	27	249	0	0	0	0	10	116	0	126
7:45	13	162	6	181	0	380	41	421	0	0	0	0	21	194	0	215
8:00	29	229	10	268	0	563	68	631	0	0	0	0	37	283	0	320
8:15	42	284	15	341	0	698	82	780	0	0	0	0	43	339	0	382
8:30	49	327	18	394	0	831	105	936	0	0	0	0	53	411	0	464
8:45	65	395	21	481	0	972	125	1,097	0	0	0	0	63	467	0	530
9:00	73	432	24	529	0	1,051	144	1,195	0	0	0	0	67	513	0	580

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	29	229	10	268	0	563	68	631	0	0	0	0	37	283	0	320	1,219
7:15 - 8:15	41	229	13	283	0	604	67	671	0	0	0	0	36	290	0	326	1,280
7:30 - 8:30	43	222	15	280	0	609	78	687	0	0	0	0	43	295	0	338	1,305
7:45 - 8:45	52	233	15	300	0	592	84	676	0	0	0	0	42	273	0	315	1,291
8:00 - 9:00	44	203	14	261	0	488	76	564	0	0	0	0	30	230	0	260	1,085
Peak Volumes:	**43**	**222**	**15**	**280**	**0**	**609**	**78**	**687**	**0**	**0**	**0**	**0**	**43**	**295**	**0**	**338**	**1,305**

Cut and Paste	SBR	SBT	SBL		WBR	WBT	WBL		NBR	NBT	NBL		EBR	EBT	EBL
	43	222	15		0	609	78		0	0	0		43	295	0



PM Peak-Hour Volume Count Worksheet

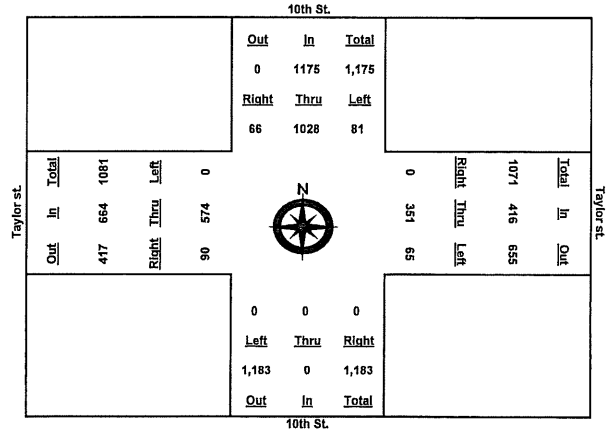
Date: 6/12/07
Counter: Logan & Kevin
Intersection Name: Taylor st. & 10th St.
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	10th St.				Taylor st.				10th St.				Taylor st.			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	8	100	5	113	0	26	3	29	0	0	0	0	6	49	0	55
4:30	22	336	22	380	0	117	19	136	0	0	0	0	33	143	0	176
4:45	42	587	31	660	0	165	36	201	0	0	0	0	53	263	0	316
5:00	57	844	44	945	0	236	53	289	0	0	0	0	72	381	0	453
5:15	75	1,096	69	1,240	0	347	76	423	0	0	0	0	96	535	0	631
5:30	96	1,404	97	1,597	0	423	90	513	0	0	0	0	117	692	0	809
5:45	108	1,615	112	1,835	0	516	101	617	0	0	0	0	143	837	0	980
6:00	118	1,772	122	2,012	0	587	113	700	0	0	0	0	157	941	0	1,098

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	57	844	44	945	0	236	53	289	0	0	0	0	72	381	0	453	1,687
4:15 - 5:15	67	996	64	1,127	0	321	73	394	0	0	0	0	90	486	0	576	2,097
4:30 - 5:30	74	1,068	75	1,217	0	306	71	377	0	0	0	0	84	549	0	633	2,227
4:45 - 5:45	66	1,028	81	1,175	0	351	65	416	0	0	0	0	90	574	0	664	2,255
5:00 - 6:00	61	928	78	1,067	0	351	60	411	0	0	0	0	85	560	0	645	2,123
Peak Volumes:	**66**	**1,028**	**81**	**1,175**	**0**	**351**	**65**	**416**	**0**	**0**	**0**	**0**	**90**	**574**	**0**	**664**	**2,255**

Cut and Paste	SBR	SBT	SBL		WBR	WBT	WBL		NBR	NBT	NBL		EBR	EBT	EBL
	66	1,028	81		0	351	65		0	0	0		90	574	0



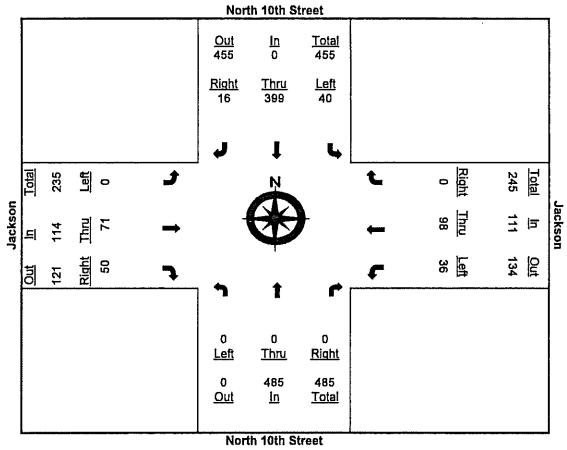
AM Peak-Hour Volume Count Worksheet

Date: 5/16/06
Counter: Joy and Gianina
Intersection Name: North 10th and Jackson
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-1625

	North 10th Street				Jackson				North 10th Street				Jackson			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	2	43	4	49	0	6	5	11	0	0	0	0	2	9	0	11
7:30	5	131	15	151	0	18	13	31	0	0	0	0	11	19	0	30
7:45	7	215	26	248	0	49	23	72	0	0	0	0	16	30	0	46
8:00	15	331	45	391	0	80	32	112	0	0	0	0	51	69	0	120
8:15	15	422	53	490	0	101	46	147	0	0	0	0	58	79	0	137
8:30	21	530	55	606	0	116	49	165	0	0	0	0	61	90	0	151
8:45	26	642	60	728	0	134	56	190	0	0	0	0	62	96	0	158
9:00	28	747	66	841	0	143	60	203	0	0	0	0	67	105	0	172

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Hourly Totals
7:00 - 8:00	15	331	45	391	0	80	32	112	0	0	0	0	51	69	0	120	623
7:15 - 8:15	13	379	49	441	0	95	41	136	0	0	0	0	56	70	0	126	703
7:30 - 8:30	16	399	40	455	0	98	36	134	0	0	0	0	50	71	0	121	710
7:45 - 8:45	19	427	34	480	0	85	33	118	0	0	0	0	46	66	0	112	710
8:00 - 9:00	13	416	21	450	0	63	28	91	0	0	0	0	16	36	0	52	593
Peak Volumes:	16	399	40	455	0	98	36	134	0	0	0	0	50	71	0	121	710



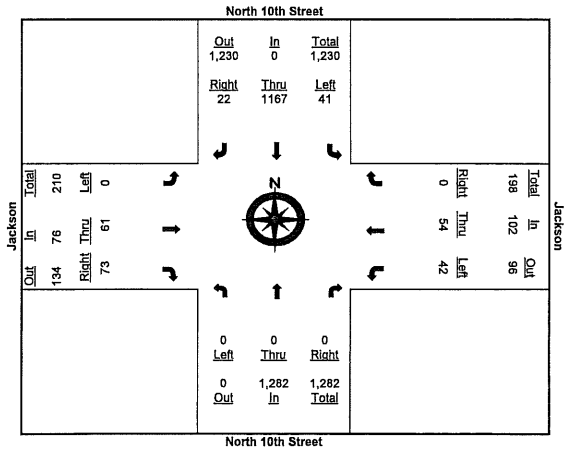
PM Peak-Hour Volume Count Worksheet

Date: 5/16/06
Counter: Joy and Gianina
Intersection Name: North 10th and Jackson
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-1625

	North 10th Street				Jackson				North 10th Street				Jackson			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	3	233	10	246	0	8	4	12	0	0	0	0	5	13	0	18
4:30	9	459	15	483	0	21	10	31	0	0	0	0	13	35	0	48
4:45	13	675	24	712	0	32	19	51	0	0	0	0	28	48	0	76
5:00	17	952	30	999	0	39	28	67	0	0	0	0	39	58	0	97
5:15	25	1,230	39	1,294	0	54	44	98	0	0	0	0	56	63	0	119
5:30	30	1,562	52	1,644	0	70	48	118	0	0	0	0	68	88	0	156
5:45	35	1,842	65	1,942	0	86	61	147	0	0	0	0	101	109	0	210
6:00	36	2,038	73	2,147	0	98	73	171	0	0	0	0	121	122	0	243

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Hourly Totals
4:00 - 5:00	17	952	30	999	0	39	28	67	0	0	0	0	39	58	0	97	1,163
4:15 - 5:15	22	997	29	1,048	0	46	40	86	0	0	0	0	51	50	0	101	1,235
4:30 - 5:30	21	1,103	37	1,161	0	49	38	87	0	0	0	0	55	53	0	108	1,356
4:45 - 5:45	22	1,167	41	1,230	0	54	42	96	0	0	0	0	73	61	0	134	1,460
5:00 - 6:00	19	1,086	43	1,148	0	59	45	104	0	0	0	0	82	64	0	146	1,398
Peak Volumes:	22	1,167	41	1,230	0	54	42	96	0	0	0	0	73	61	0	134	1,460



AM Peak-Hour Volume Count Worksheet

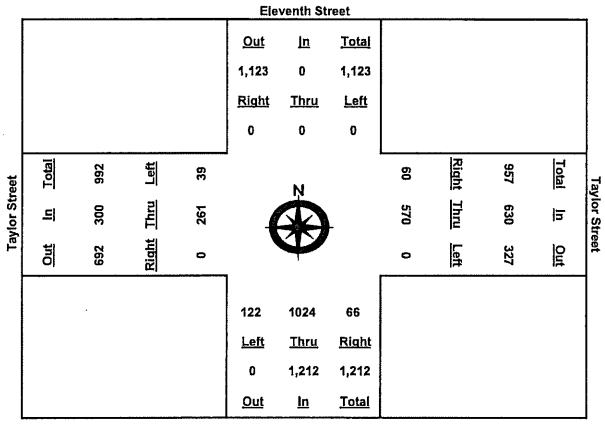
Date: 6/12/07
Counter: Kevin and Byron
Intersection Name: Taylor Street and 11th Street
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Eleventh Street				Taylor Street				Eleventh Street				Taylor Street			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	6	80	0	86	10	179	11	200	0	40	3	43
7:30	0	0	0	0	20	231	0	251	28	351	22	401	0	110	7	117
7:45	0	0	0	0	34	389	0	423	37	633	50	720	0	173	16	189
8:00	0	0	0	0	47	554	0	601	54	900	84	1,038	0	256	30	286
8:15	0	0	0	0	65	681	0	746	74	1,149	118	1,341	0	311	38	349
8:30	0	0	0	0	80	801	0	881	94	1,375	144	1,613	0	371	46	417
8:45	0	0	0	0	86	926	0	1,012	104	1,543	164	1,811	0	418	56	474
9:00	0	0	0	0	97	1,027	0	1,124	112	1,730	182	2,024	0	476	67	543

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	0	0	0	0	47	554	0	601	54	900	84	1,038	0	256	30	286	1,925
7:15 - 8:15	0	0	0	0	59	601	0	660	64	970	107	1,141	0	271	35	306	2,107
7:30 - 8:30	0	0	0	0	60	570	0	630	66	1,024	122	1,212	0	261	39	300	2,142
7:45 - 8:45	0	0	0	0	52	537	0	589	67	910	114	1,091	0	245	40	285	1,965
8:00 - 9:00	0	0	0	0	50	473	0	523	58	830	98	986	0	220	37	257	1,766
Peak Volumes:	**0**	**0**	**0**	**0**	**60**	**570**	**0**	**630**	**66**	**1,024**	**122**	**1,212**	**0**	**261**	**39**	**300**	**2,142**

Cut and Paste	SBR	SBT	SBL		WBR	WBT	WBL		NBR	NBT	NBL		EBR	EBT	EBL
	0	0	0		60	570	0		66	1,024	122		0	261	39



PM Peak-Hour Volume Count Worksheet

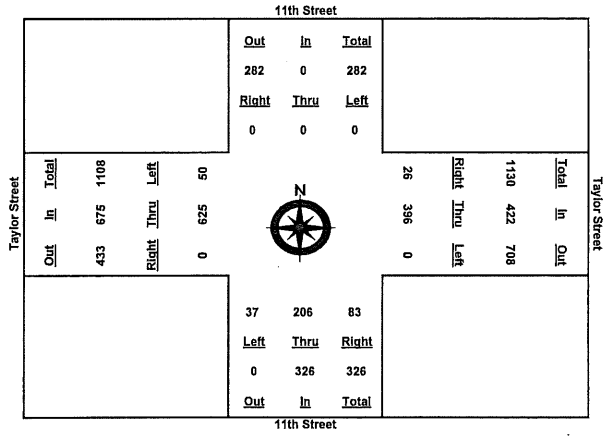
Date: 6/12/07
Counter: Patti and Byron
Intersection Name: Taylor Street and 11th Street
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	11th Street				Taylor Street				11th Street				Taylor Street			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	7	69	0	76	24	71	10	105	0	76	6	82
4:30	0	0	0	0	13	146	0	159	34	132	23	189	0	167	19	186
4:45	0	0	0	0	21	227	0	248	46	188	32	266	0	280	28	308
5:00	0	0	0	0	28	314	0	342	65	253	42	360	0	419	41	460
5:15	0	0	0	0	35	439	0	474	99	305	53	457	0	635	60	695
5:30	0	0	0	0	40	528	0	568	116	355	61	532	0	754	67	821
5:45	0	0	0	0	47	623	0	670	129	394	69	592	0	905	78	983
6:00	0	0	0	0	53	717	0	770	144	446	78	668	0	1,034	79	1,113

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	0	0	0	0	28	314	0	342	65	253	42	360	0	419	41	460	1,162
4:15 - 5:15	0	0	0	0	28	370	0	398	75	234	43	352	0	559	54	613	1,363
4:30 - 5:30	0	0	0	0	27	382	0	409	82	223	38	343	0	587	48	635	1,387
4:45 - 5:45	0	0	0	0	26	396	0	422	83	206	37	326	0	625	50	675	1,423
5:00 - 6:00	0	0	0	0	25	403	0	428	79	193	36	308	0	615	38	653	1,389
Peak Volumes:	**0**	**0**	**0**	**0**	**26**	**396**	**0**	**422**	**83**	**206**	**37**	**326**	**0**	**625**	**50**	**675**	**1,423**

Cut and Paste	SBR	SBT	SBL		WBR	WBT	WBL		NBR	NBT	NBL		EBR	EBT	EBL
	0	0	0		26	396	0		83	206	37		0	625	50



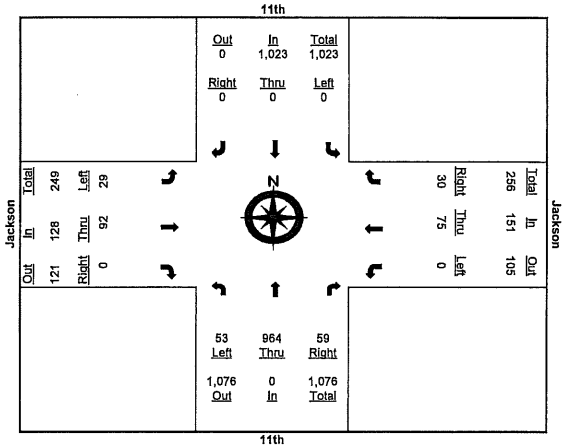
AM Peak-Hour Volume Count Worksheet

Date: 5/16/06
Counter: Kevin and Kushal
Intersection Name: 11th and Jackson
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-1625

	11th North Approach				Jackson East Approach				11th South Approach				Jackson West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	3	1	0	4	3	136	6	145	0	7	3	10
7:30	0	0	0	0	10	17	0	27	11	336	11	358	0	21	11	32
7:45	0	0	0	0	19	41	0	60	25	604	28	657	0	45	14	59
8:00	0	0	0	0	26	62	0	88	41	842	42	925	0	80	22	102
8:15	0	0	0	0	33	76	0	109	62	1,100	59	1,221	0	99	32	131
8:30	0	0	0	0	38	87	0	125	68	1,317	62	1,447	0	104	37	141
8:45	0	0	0	0	40	98	0	138	71	1,515	69	1,655	0	117	39	156
9:00	0	0	0	0	44	101	0	145	73	1,669	73	1,815	0	130	41	171

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Hourly Totals
7:00 - 8:00	0	0	0	0	26	62	0	88	41	842	42	925	0	80	22	102	1,115
7:15 - 8:15	0	0	0	0	30	75	0	105	59	964	53	1,076	0	92	29	121	1,302
7:30 - 8:30	0	0	0	0	28	70	0	98	57	981	51	1,089	0	83	26	109	1,296
7:45 - 8:45	0	0	0	0	21	57	0	78	46	911	41	998	0	72	25	97	1,173
8:00 - 9:00	0	0	0	0	18	39	0	57	32	827	31	890	0	50	19	69	1,016
Peak Volumes:	**0**	**0**	**0**	**0**	**30**	**75**	**0**	**105**	**59**	**964**	**53**	**1,076**	**0**	**92**	**29**	**121**	**1,302**



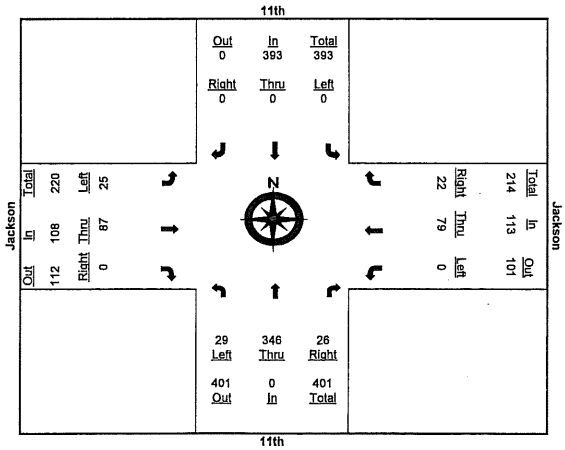
PM Peak-Hour Volume Count Worksheet

Date: 5/16/06
Counter: Kevin and Ken
Intersection Name: 11th and Jackson
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-1625

	11th North Approach				Jackson East Approach				11th South Approach				Jackson West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	4	13	0	17	4	74	3	81	0	20	5	25
4:30	0	0	0	0	7	31	0	38	6	139	10	155	0	40	9	49
4:45	0	0	0	0	10	47	0	57	9	218	13	240	0	67	10	77
5:00	0	0	0	0	12	59	0	71	14	268	17	299	0	81	12	93
5:15	0	0	0	0	22	79	0	101	28	374	26	428	0	101	23	124
5:30	0	0	0	0	24	101	0	125	33	456	29	518	0	122	29	151
5:45	0	0	0	0	30	122	0	152	37	552	35	624	0	149	32	181
6:00	0	0	0	0	34	138	0	172	40	614	46	700	0	168	37	205

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Hourly Totals
4:00 - 5:00	0	0	0	0	12	59	0	71	14	268	17	299	0	81	12	93	463
4:15 - 5:15	0	0	0	0	18	66	0	84	24	300	23	347	0	81	18	99	530
4:30 - 5:30	0	0	0	0	17	70	0	87	27	317	19	363	0	82	20	102	552
4:45 - 5:45	0	0	0	0	20	75	0	95	28	334	22	384	0	82	22	104	583
5:00 - 6:00	0	0	0	0	22	79	0	101	26	346	29	401	0	87	25	112	614
Peak Volumes:	**0**	**0**	**0**	**0**	**22**	**79**	**0**	**101**	**26**	**346**	**29**	**401**	**0**	**87**	**25**	**112**	**614**



AM Peak-Hour Volume Count Worksheet

Date: 5/10/2006
Counter: Kevin and Alvan
Intersection Name: San Jose Corp Yard Driveways # 1 & #2
Weather: Clear

	Driveway #1				Driveway #2				
Start Time	RI	LI	RO	LO	RI	LI	RO	LO	
7:00	0	0	0	0	0	0	0	0	
7:15	1	1	0	0	1	2	1	0	
7:30	2	2	0	1	3	2	2	1	
7:45	2	3	0	1	7	2	2	1	
8:00	2	3	0	1	11	3	2	4	
8:15	2	37	0	2	12	5	4	7	
8:30	4	8	3	4	15	9	5	9	
8:45	4	9	3	5	15	11	5	10	
9:00	5	9	5	7	16	11	5	11	
Peak Hour									Hourly Totals
7:00 - 8:00	2	3	0	1	11	3	2	4	26
7:15 - 8:15	1	36	0	2	11	3	3	7	63
7:30 - 8:30	2	6	3	3	12	7	3	8	44
7:45 - 8:45	2	6	3	4	8	9	3	9	44
8:00 - 9:00	3	6	5	6	5	8	3	7	43
Peak Volumes:	**1**	**36**	**0**	**2**	**11**	**3**	**3**	**7**	**63**

PM Peak-Hour Volume Count Worksheet

Date: 5/10/2006
Counter: Kevin and Alvan
Intersection Name: San Jose Corp Yard Driveways # 1 & #2
Weather: Clear

	Driveway #1				Driveway #2				
Start Time	RI	LI	RO	LO	RI	LI	RO	LO	
4:00	0	0	0	0	0	0	0	0	
4:15	0	0	0	0	1	2	1	0	
4:30	0	1	1	0	1	2	4	1	
4:45	0	1	1	0	2	2	5	2	
5:00	0	1	1	1	3	2	5	4	
5:15	0	1	1	2	3	2	5	4	
5:30	0	1	1	3	4	2	5	4	
5:45	0	1	1	3	5	2	5	4	
6:00	0	2	1	4	5	2	5	4	
Peak Hour									Hourly Totals
4:00 - 5:00	0	1	1	1	3	2	5	4	17
4:15 - 5:15	0	1	1	2	2	0	4	4	14
4:30 - 5:30	0	0	0	3	3	0	1	3	10
4:45 - 5:45	0	0	0	3	3	0	0	2	8
5:00 - 6:00	0	1	0	3	2	0	0	0	6
Peak Volumes:	**0**	**1**	**1**	**1**	**3**	**2**	**5**	**4**	**17**

AM Peak-Hour Volume Count Worksheet

Date: 5/10/2006
Counter: Kushal
Intersection Name: San Jose Corp Yard Driveway #3
Weather: Clear

Driveway #3

Start Time	RI	LI	RO	LO	RI	LI	RO	LO
7:00	0	0	0	0	0	0	0	0
7:15	0	0	1	1	0	0	0	0
7:30	0	1	2	3	0	0	0	0
7:45	0	2	3	4	0	0	0	0
8:00	0	2	3	5	0	0	0	0
8:15	0	2	3	10	0	0	0	0
8:30	0	3	4	11	0	0	0	0
8:45	0	3	6	13	0	0	0	0
9:00	0	3	7	13	0	0	0	0

Peak Hour									Hourly Totals
7:00 - 8:00	0	2	3	5	0	0	0	0	10
7:15 - 8:15	0	2	2	9	0	0	0	0	13
7:30 - 8:30	0	2	2	8	0	0	0	0	12
7:45 - 8:45	0	1	3	9	0	0	0	0	13
8:00 - 9:00	0	1	4	8	0	0	0	0	13
Peak Volumes:	**0**	**2**	**2**	**9**	**0**	**0**	**0**	**0**	**13**

PM Peak-Hour Volume Count Worksheet

Date: 5/10/2006
Counter: Heath
Intersection Name: San Jose Corp Yard Driveway # 3
Weather: Clear

Driveway #3

Start Time	RI	LI	RO	LO	RI	LI	RO	LO
4:00	0	0	0	0	0	0	0	0
4:15	0	0	2	0	0	0	0	0
4:30	0	1	2	0	0	0	0	0
4:45	0	0	2	0	0	0	0	0
5:00	0	0	2	0	0	0	0	0
5:15	0	0	2	0	0	0	0	0
5:30	0	0	2	0	0	0	0	0
5:45	0	0	2	0	0	0	0	0
6:00	0	0	2	0	0	0	0	0

Peak Hour									Hourly Totals
4:00 - 5:00	0	0	2	0	0	0	0	0	2
4:15 - 5:15	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	-1	0	0	0	0	0	0	-1
4:45 - 5:45	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0
Peak Volumes:	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**

Appendix B

Approved Trips Inventory

AM APPROVED TRIPS

08/29/2007

Intersection of: 101/OAKLAND (N)

Traffix Node Number: 3021

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C01-04-050 MARKOVITZ & FOX OAKLAND RD (W/S), S/O BROKAW RD	0	39	0	0	11	7	0	0	0	0	0	34
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	13	0	0	17	5	0	0	0	0	0	5
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	74	178	0	0	77	124	0	0	0	14	0	74
H00-06-048 OAKLAND RD (W/S), 410 N/O BROKAW RD	0	0	0	0	2	0	0	0	0	0	0	14
NSJ NORTH SAN JOSE	28	66	0	0	1	3	0	0	0	2	0	13
PDC00-03-015 CREEKSIDE PLAZA BROKAW & RIDDER PARK	0	11	0	0	11	0	0	0	0	0	0	32
PDC02-104 KINGSTON VILLAGE KING RD (W/S), 250' S/O COMMODORE DR	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	11	1	0	0	2	0	0	0	0	0	0	0
PDC05-014 MODERN ICE OAKLAND RD AND BERRYESSA RD (NE/C)	33	18	0	0	6	0	0	0	0	2	0	0
TOTAL:	**146**	**326**	**0**	**0**	**127**	**139**	**0**	**0**	**0**	**18**	**0**	**172**

	LEFT	THRU	RIGHT
NORTH	0	127	139
EAST	18	0	172
SOUTH	146	326	0
WEST	0	0	0

PM APPROVED TRIPS

08/29/2007

Intersection of: 101/OAKLAND (N)

Traffix Node Number: 3021

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C01-04-050 MARKOVITZ & FOX OAKLAND RD (W/S), S/O BROKAW RD	0	5	0	0	44	28	0	0	0	0	0	4
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	17	0	0	19	6	0	0	0	0	0	5
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	20	65	0	0	93	42	0	0	0	11	0	27
H00-06-048 OAKLAND RD (W/S), 410 N/O BROKAW RD	0	0	0	0	13	0	0	0	0	0	0	3
NSJ NORTH SAN JOSE	4	12	0	0	88	40	0	0	0	3	0	7
PDC00-03-015 CREEKSIDE PLAZA BROKAW & RIDDER PARK	0	1	0	0	43	0	0	0	0	0	0	3
PDC02-104 KINGSTON VILLAGE KING RD (W/S), 250' S/O COMMODORE DR	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	8	2	0	0	1	0	0	0	0	10	0	0

PM APPROVED TRIPS

08/29/2007

Intersection of: 101/OAKLAND (N)

Traffix Node Number: 3021

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC05-014 MODERN ICE OAKLAND RD AND BERRYESSA RD (NE/C)	17	9	0	0	18	0	0	0	0	5	0	0
TOTAL:	**49**	**111**	**0**	**0**	**319**	**116**	**0**	**0**	**0**	**29**	**0**	**49**

	LEFT	THRU	RIGHT
NORTH	0	319	116
EAST	29	0	49
SOUTH	49	111	0
WEST	0	0	0

AM APPROVED TRIPS

08/29/2007

Intersection of: 101/OAKLAND (S)

Traffix Node Number: 3022

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C01-04-050 MARKOVITZ & FOX OAKLAND RD (W/S), S/O BROKAW RD	0	11	0	8	3	0	28	0	0	0	0	0
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	8	0	5	12	0	0	5	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	40	5	8	7	0	14	0	9	0	0	0
NSJ NORTH SAN JOSE	0	84	12	2	1	0	11	0	8	0	0	0
PDC00-03-015 CREEKSIDE PLAZA BROKAW & RIDDER PARK	0	11	0	8	3	0	0	0	0	0	0	0
PDC02-104 KINGSTON VILLAGE KING RD (W/S), 250' S/O COMMODORE DR	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	12	12	0	12	0	0	12	9	0	0	0
PDC05-014 MODERN ICE OAKLAND RD AND BERRYESSA RD (NE/C)	0	5	4	0	8	0	0	0	11	0	0	0
TOTAL:	**0**	**171**	**33**	**31**	**46**	**0**	**53**	**17**	**37**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	31	46	0
EAST	0	0	0
SOUTH	0	171	33
WEST	53	17	37

PM APPROVED TRIPS

08/29/2007

Intersection of: 101/OAKLAND (S)

Traffix Node Number: 3022

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C01-04-050 MARKOVITZ & FOX OAKLAND RD (W/S), S/O BROKAW RD	0	1	0	33	11	0	3	0	0	0	0	0
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	11	0	5	14	0	0	6	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	65	49	84	82	0	73	1	71	0	0	0
NSJ NORTH SAN JOSE	0	8	6	65	64	0	21	0	20	0	0	0
PDC00-03-015 CREEKSIDE PLAZA BROKAW & RIDDER PARK	0	1	0	32	11	0	0	0	0	0	0	0
PDC02-104 KINGSTON VILLAGE KING RD (W/S), 250' S/O COMMODORE DR	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	8	10	0	11	0	0	0	10	0	0	0
PDC05-014 MODERN ICE OAKLAND RD AND BERRYESSA RD (NE/C)	0	26	2	0	23	0	0	0	34	0	0	0
TOTAL:	**0**	**120**	**67**	**219**	**216**	**0**	**97**	**7**	**135**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	219	216	0
EAST	0	0	0
SOUTH	0	120	67
WEST	97	7	135

AM APPROVED TRIPS

08/29/2007

Intersection of: 880/FIRST (N)

Traffix Node Number: 3054

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
CP96-12-113 EXECUTIVE INN - AIRPORT FIRST ST (E/S), 500' S/O ARCHER ST	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	26	0	0	10	0	0	0	0	4	0	3
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	113	0	0	28	0	0	0	0	0	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	14	0	0	3	0	0	0	0	0	0	0
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	115	15	0	177	0	0	0	0	22	0	17
PDC00-04-025 COLLEGE PARK N FIRST ST(W/S), S/O RYLAND PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	6	3	0	6	0	0	0	0	2	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	3	0	0	3	0	0	0	0	7	0	0

AM APPROVED TRIPS

08/29/2007

Intersection of: 880/FIRST (N)

Traffix Node Number: 3054

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC04-002 BEA 1ST ST (W/S), B/S OF COMPONENT DR	0	153	0	0	38	0	0	0	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	14	0	0
PDC96-12-082 CENTURY CENTER (PREV JOSE THEATRE) SECOND STREET	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-04-027 MOITOZO N/O RIVER OAKS, BTWN 1ST AND ZANKER	0	0	0	0	0	0	0	0	0	0	0	0
PDC99-07-060 SH SPIEKER N 1ST ST, SONORA AV, HWY 87 AND SKYPORT DR	0	144	0	0	54	0	0	0	0	0	0	67
RCP99-04-004 MARRIOTT HOTEL MARKET/SAN CARLOS	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	0	0	43	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	0	0	0	0	0	6	0	0
RH98-04-003 SOBRATO RIVER CORPORATE CENTER JULIAN/87 (NW/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH99-03-006 SOBRATO TOWER ALMADEN/BALBACH	0	0	0	0	0	0	0	0	0	18	0	0
TOTAL:	**0**	**574**	**18**	**0**	**319**	**0**	**0**	**0**	**0**	**116**	**0**	**87**

	LEFT	THRU	RIGHT
NORTH	0	319	0
EAST	116	0	87
SOUTH	0	574	18
WEST	0	0	0

PM APPROVED TRIPS

08/29/2007

Intersection of: 880/FIRST (N)

Traffix Node Number: 3054

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
CP96-12-113 EXECUTIVE INN - AIRPORT FIRST ST (E/S), 500' S/O ARCHER ST	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	12	0	0	44	0	0	0	0	3	0	3
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	12	0	0	112	0	0	0	0	0	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	1	0	0	15	0	0	0	0	0	0	0
JOINTLIBRARY CSJ/SJSU JOINT LIBRARY SAN FERNANDO & FOURTH (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	45	25	0	180	0	0	0	0	54	0	55

PM APPROVED TRIPS

08/29/2007

Intersection of: 880/FIRST (N)

Traffix Node Number: 3054

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC00-04-025 COLLEGE PARK N FIRST ST(W/S), S/O RYLAND PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	2	1	0	6	0	0	0	0	6	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	3	0	0	2	0	0	0	0	6	0	0
PDC04-002 BEA 1ST ST (W/S), B/S OF COMPONENT DR	0	17	0	0	151	0	0	0	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	2	0	0
PDC96-12-082 CENTURY CENTER (PREV JOSE THEATRE) SECOND STREET	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-04-027 MOITOZO N/O RIVER OAKS, BTWN 1ST AND ZANKER	0	0	0	0	0	0	0	0	0	0	0	0
PDC99-07-060 SH SPIEKER N 1ST ST, SONORA AV, HWY 87 AND SKYPORT DR	0	64	0	0	195	0	0	0	0	0	0	30
RCP00-02-001 FOX THEATRE SOUTH FIRST STREET	0	0	0	0	0	0	0	0	0	0	0	0
RCP99-04-004 MARRIOTT HOTEL MARKET/SAN CARLOS	0	0	0	0	0	0	0	0	0	0	0	0

PM APPROVED TRIPS

08/29/2007

Intersection of: 880/FIRST (N)

Traffix Node Number: 3054

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	0	0	5	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	0	0	0	0	0	1	0	0
RH98-04-003 SOBRATO RIVER CORPORATE CENTER JULIAN/87 (NW/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH99-03-006 SOBRATO TOWER ALMADEN/BALBACH	0	0	0	0	0	0	0	0	0	2	0	0
TOTAL:	**0**	**156**	**26**	**0**	**705**	**0**	**0**	**0**	**0**	**79**	**0**	**88**

	LEFT	THRU	RIGHT
NORTH	0	705	0
EAST	79	0	88
SOUTH	0	156	26
WEST	0	0	0

AM APPROVED TRIPS

08/29/2007

Intersection of: 880/FIRST (S)

Traffix Node Number: 3055

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
CP96-12-113 EXECUTIVE INN - AIRPORT FIRST ST (E/S), 500' S/O ARCHER ST	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	18	0	1	7	0	10	0	2	0	0	0
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	11	0	0	3	3	11	0	0	0	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	5	0	0	1	1	9	0	0	0	0	0
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	100	0	2	22	3	52	3	10	0	0	13
PDC00-04-025 COLLEGE PARK N FIRST ST(W/S), S/O RYLAND PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	16	0	0	3	0	0	0	1	0	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	18	0	0	9	0	0	0	7	0	0	0

AM APPROVED TRIPS

08/29/2007

Intersection of: 880/FIRST (S)

Traffix Node Number: 3055

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC04-002 BEA 1ST ST (W/S), B/S OF COMPONENT DR	0	28	0	0	7	0	125	0	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	1	0	0	14	0	0	0	0	0	0	0
PDC96-12-082 CENTURY CENTER (PREV JOSE THEATRE) SECOND STREET	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-04-027 MOITOZO N/O RIVER OAKS, BTWN 1ST AND ZANKER	0	0	0	0	0	0	0	0	0	0	0	0
PDC99-07-060 SH SPIEKER N 1ST ST, SONORA AV, HWY 87 AND SKYPORT DR	0	24	0	0	6	0	120	0	0	0	0	0
RCP99-04-004 MARRIOTT HOTEL MARKET/SAN CARLOS	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	3	0	0	43	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	6	0	0	0	0	0	0	0
RH98-04-003 SOBRATO RIVER CORPORATE CENTER JULIAN/87 (NW/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH99-03-006 SOBRATO TOWER ALMADEN/BALBACH	0	1	0	0	18	0	0	0	0	0	0	0

TOTAL:	0	225	0	3	139	7	327	3	20	0	0	13

	LEFT	THRU	RIGHT
NORTH	3	139	7
EAST	0	0	13
SOUTH	0	225	0
WEST	327	3	20

PM APPROVED TRIPS

08/29/2007

Intersection of: 880/FIRST (S)

Traffix Node Number: 3055

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
CP96-12-113 EXECUTIVE INN - AIRPORT FIRST ST (E/S), 500' S/O ARCHER ST	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	28	0	5	36	5	8	3	3	0	0	0
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	1	0	0	11	0	102	0	0	0	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	0	0	0	6	0	1	0	0	0	0	0
JOINTLIBRARY CSJ/SJSU JOINT LIBRARY SAN FERNANDO & FOURTH (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	39	1	12	87	12	34	14	14	0	0	23

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Intersection of: 880/FIRST (S)

Traffix Node Number: 3055

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC00-04-025 COLLEGE PARK N FIRST ST(W/S), S/O RYLAND PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	5	0	0	12	0	0	0	3	0	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	13	0	0	9	0	0	0	6	0	0	0
PDC04-002 BEA 1ST ST (W/S), B/S OF COMPONENT DR	0	3	0	0	27	0	14	0	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	13	0	0	2	0	0	0	0	0	0	0
PDC96-12-082 CENTURY CENTER (PREV JOSE THEATRE) SECOND STREET	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-04-027 MOITOZO N/O RIVER OAKS, BTWN 1ST AND ZANKER	0	0	0	0	0	0	0	0	0	0	0	0
PDC99-07-060 SH SPIEKER N 1ST ST, SONORA AV, HWY 87 AND SKYPORT DR	0	10	0	0	22	0	53	0	0	0	0	0
RCP00-02-001 FOX THEATRE SOUTH FIRST STREET	0	0	0	0	0	0	0	0	0	0	0	0
RCP99-04-004 MARRIOTT HOTEL MARKET/SAN CARLOS	0	0	0	0	0	0	0	0	0	0	0	0

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Intersection of: 880/FIRST (S)

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Traffix Node Number: 3055

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	39	0	0	5	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	6	0	0	1	0	0	0	0	0	0	0
RH98-04-003 SOBRATO RIVER CORPORATE CENTER JULIAN/87 (NW/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH99-03-006 SOBRATO TOWER ALMADEN/BALBACH	0	17	0	0	2	0	0	0	0	0	0	0
TOTAL:	**0**	**174**	**1**	**17**	**220**	**17**	**212**	**17**	**26**	**0**	**0**	**23**

	LEFT	THRU	RIGHT
NORTH	17	220	17
EAST	0	0	23
SOUTH	0	174	1
WEST	212	17	26

AM APPROVED TRIPS

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Intersection of: FIRST/HEDDING

Page No: 1

Traffix Node Number: 3496

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	4	0	0	3	0	0	0	0	0	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	2	0	0	1	0	0	0	0	0	0	0
CIM-ZANOTTOS ZANOTTOS DOWNTOWN	0	1	0	0	1	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	6	31	2	4	12	2	4	10	0	1	23	3
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	11	0	0	3	0	0	0	0	0	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	6	0	0	0	0	0	0	0	0	0	0
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	11	57	3	2	15	5	12	27	2	0	8	1
PDC00-04-025 COLLEGE PARK N FIRST ST(W/S), S/O RYLAND PARK	0	0	0	0	0	0	0	0	0	0	0	0

AM APPROVED TRIPS

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Intersection of: FIRST/HEDDING

Traffix Node Number: 3496

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	16	1	0	4	0	0	0	0	0	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	8	0	9	9	0	0	2	0	0	1	8
PDC04-002 BEA 1ST ST (W/S), B/S OF COMPONENT DR	0	28	0	0	7	0	0	0	0	0	0	0
PDC05-014 MODERN ICE OAKLAND RD AND BERRYESSA RD (NE/C)	0	0	3	2	0	0	0	2	0	9	4	7
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**17**	**164**	**9**	**17**	**55**	**7**	**16**	**41**	**2**	**10**	**36**	**19**

	LEFT	THRU	RIGHT
NORTH	17	55	7
EAST	10	36	19
SOUTH	17	164	9
WEST	16	41	2

PM APPROVED TRIPS

08/29/2007

Intersection of: FIRST/HEDDING

Traffix Node Number: 3496

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	6	0	0	6	0	0	0	0	0	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	2	0	0	3	0	0	0	0	0	0	0
CIM-ZANOTTOS ZANOTTOS DOWNTOWN	0	2	0	0	1	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	3	22	3	8	32	8	5	23	3	3	15	3
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	1	0	0	11	0	0	0	0	0	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	0	0	0	6	0	0	0	0	0	0	0
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	2	20	3	16	68	16	2	8	1	4	22	5
PDC00-04-025 COLLEGE PARK N FIRST ST(W/S), S/O RYLAND PARK	0	0	0	0	0	0	0	0	0	0	0	0

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Intersection of: FIRST/HEDDING

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Traffix Node Number: 3496

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	5	0	0	15	0	0	0	0	1	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	7	0	7	7	0	0	1	0	0	2	7
PDC04-002 BEA 1ST ST (W/S), B/S OF COMPONENT DR	0	3	0	0	27	0	0	0	0	0	0	0
PDC05-014 MODERN ICE OAKLAND RD AND BERRYESSA RD (NE/C)	0	0	9	7	0	0	0	5	0	5	2	3
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	5	68	15	38	176	24	7	37	4	13	41	18

	LEFT	THRU	RIGHT
NORTH	38	176	24
EAST	13	41	18
SOUTH	5	68	15
WEST	7	37	4

AM APPROVED TRIPS

08/29/2007

Intersection of: FIRST/TAYLOR

Page No: 1

Traffix Node Number: 3519

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	4	0	0	3	0	0	0	0	0	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	2	0	0	1	0	0	0	0	0	0	0
CIM-ZANOTTOS ZANOTTOS DOWNTOWN	0	1	0	0	1	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	4	15	1	2	7	2	11	16	2	0	18	2
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	11	0	0	3	0	0	0	0	0	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	4	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	2	8	0	2	9	3	12	18	3	0	28	3
PDC00-04-025 COLLEGE PARK N FIRST ST(W/S), S/O RYLAND PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	1	0	0	5	3	0	0	0	0	0	1	0

AM APPROVED TRIPS

08/29/2007

Intersection of: FIRST/TAYLOR

Traffix Node Number: 3519

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	9	0	0	0	15	0	0	18	8
PDC04-002 BEA 1ST ST (W/S), B/S OF COMPONENT DR	0	14	0	3	3	0	0	0	0	0	0	14
PDC04-018 COUSIN'S COLEMAN ST AND W TAYLOR ST (SW/C)	0	0	0	0	0	1	0	1	0	0	3	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**7**	**59**	**1**	**21**	**30**	**6**	**23**	**50**	**5**	**0**	**68**	**27**

	LEFT	THRU	RIGHT
NORTH	21	30	6
EAST	0	68	27
SOUTH	7	59	1
WEST	23	50	5

PM APPROVED TRIPS

08/29/2007

Intersection of: FIRST/TAYLOR

Traffix Node Number: 3519

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	6	0	0	6	0	0	0	0	0	0	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	2	0	0	2	0	0	0	0	0	0	0
CIM-ZANOTTOS ZANOTTOS DOWNTOWN	0	2	0	0	1	0	0	0	0	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	6	22	2	9	34	19	7	33	7	0	27	2
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	1	0	0	11	0	0	0	0	0	0	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	0	0	0	4	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	21	37	9	3	15	3	0	12	1
PDC00-04-025 COLLEGE PARK N FIRST ST(W/S), S/O RYLAND PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	3	0	0	1	1	0	0	0	0	0	5	0

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08/29/2007

Intersection of: FIRST/TAYLOR

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Traffix Node Number: 3519

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	7	0	0	0	15	0	0	13	7
PDC04-002 BEA 1ST ST (W/S), B/S OF COMPONENT DR	0	2	0	14	14	0	0	0	0	0	0	2
PDC04-018 COUSIN'S COLEMAN ST AND W TAYLOR ST (SW/C)	0	0	0	0	0	3	3	8	0	0	8	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**9**	**35**	**2**	**52**	**110**	**31**	**13**	**71**	**10**	**0**	**65**	**12**

	LEFT	THRU	RIGHT
NORTH	52	110	31
EAST	0	65	12
SOUTH	9	35	2
WEST	13	71	10

AM APPROVED TRIPS

08/29/2007

Intersection of: FIRST/JACKSON

Page No: 1

Traffix Node Number: 3498

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-04-025 COLLEGE PARK N FIRST ST(W/S), S/O RYLAND PARK	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	0	0

PM APPROVED TRIPS

08/29/2007

Intersection of: FIRST/JACKSON

Traffix Node Number: 3498

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-04-025 COLLEGE PARK N FIRST ST(W/S), S/O RYLAND PARK	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	0	0	0	0	0	0	0	0	0	0	0	0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	0	0

AM APPROVED TRIPS

08/29/2007

Intersection of: FOURTH/HEDDING

Traffix Node Number: 3534

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	36	1	0	3	1	1	7	1	2	23	4
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	5	91	2	3	12	2	4	19	3	0	4	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	9	0	0	10	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RCP99-04-004 MARRIOTT HOTEL MARKET/SAN CARLOS	0	0	0	0	0	0	0	0	0	0	0	0
RH99-03-006 SOBRATO TOWER ALMADEN/BALBACH	0	0	0	0	0	0	0	0	5	0	0	0
TOTAL:	7	127	3	3	15	3	5	35	9	2	37	4

	LEFT	THRU	RIGHT
NORTH	3	15	3
EAST	2	37	4
SOUTH	7	127	3
WEST	5	35	9

PM APPROVED TRIPS

08/29/2007

Intersection of: FOURTH/HEDDING

Traffix Node Number: 3534

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	8	2	2	54	13	2	39	8	6	20	4
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	6	27	7	24	97	4	1	26	5	3	9	1
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	9	0	0	8	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RCP99-04-004 MARRIOTT HOTEL MARKET/SAN CARLOS	0	0	0	0	0	0	0	0	0	0	0	0
RH99-03-006 SOBRATO TOWER ALMADEN/BALBACH	0	0	0	0	0	0	0	0	1	0	0	0
TOTAL:	**8**	**35**	**9**	**26**	**151**	**17**	**3**	**74**	**14**	**9**	**37**	**5**

	LEFT	THRU	RIGHT
NORTH	26	151	17
EAST	9	37	5
SOUTH	8	35	9
WEST	3	74	14

AM APPROVED TRIPS

08/29/2007

Intersection of: FOURTH/TAYLOR

Traffix Node Number: 3544

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	2	10	1	51	65	9	0	12	6
PDC00-07-061 N 2ND ST (E/S), 400' N/O JULIAN ST	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	1	0	0	0	0	0	0	0	5	0	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	24	0	0	26	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RCP99-04-004 MARRIOTT HOTEL MARKET/SAN CARLOS	0	0	0	0	0	0	0	0	0	0	0	0
RH99-03-006 SOBRATO TOWER ALMADEN/BALBACH	0	0	0	0	5	0	0	0	0	0	0	0
TOTAL:	**1**	**0**	**0**	**2**	**15**	**1**	**51**	**89**	**14**	**0**	**38**	**6**

	LEFT	THRU	RIGHT
NORTH	2	15	1
EAST	0	38	6
SOUTH	1	0	0
WEST	51	89	14

Intersection of: FOURTH/TAYLOR

Traffix Node Number: 3544

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
JOINTLIBRARY CSJ/SJSU JOINT LIBRARY SAN FERNANDO & FOURTH (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	16	98	5	7	37	8	4	23	6
PDC00-07-061 N 2ND ST (E/S), 400' N/O JULIAN ST	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	5	0	0	0	0	0	0	0	1	0	0	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	22	0	0	21	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RCP00-02-001 FOX THEATRE SOUTH FIRST STREET	0	0	0	0	0	0	0	0	0	0	0	0
RCP99-04-004 MARRIOTT HOTEL MARKET/SAN CARLOS	0	0	0	0	0	0	0	0	0	0	0	0
RH99-03-006 SOBRATO TOWER ALMADEN/BALBACH	0	0	0	0	1	0	0	0	0	0	0	0
TOTAL:	**5**	**0**	**0**	**16**	**99**	**5**	**7**	**59**	**9**	**4**	**44**	**6**

	LEFT	THRU	RIGHT
NORTH	16	99	5
EAST	4	44	6
SOUTH	5	0	0
WEST	7	59	9

AM APPROVED TRIPS

08/29/2007

Intersection of: FOURTH/JACKSON

Traffix Node Number: 3535

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	10	27	1	4	7	0	19	2	0	1	1	4
NSJ NORTH SAN JOSE	0	0	0	0	12	0	0	0	0	0	0	0
RCP99-04-004 MARRIOTT HOTEL MARKET/SAN CARLOS	0	0	0	0	0	0	0	0	0	0	0	0
RH99-03-006 SOBRATO TOWER ALMADEN/BALBACH	0	0	0	0	5	0	0	0	0	0	0	0
TOTAL:	**10**	**27**	**1**	**4**	**24**	**0**	**19**	**2**	**0**	**1**	**1**	**4**

	LEFT	THRU	RIGHT
NORTH	4	24	0
EAST	1	1	4
SOUTH	10	27	1
WEST	19	2	0

PM APPROVED TRIPS

08/29/2007

Intersection of: FOURTH/JACKSON

Traffix Node Number: 3535

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	4	13	6	3	66	39	6	13	3	3	6	3
JOINTLIBRARY CSJ/SJSU JOINT LIBRARY SAN FERNANDO & FOURTH (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	6	138	3	0	0	0	0	0	0
RCP00-02-001 FOX THEATRE SOUTH FIRST STREET	0	0	0	0	0	0	0	0	0	0	0	0
RCP99-04-004 MARRIOTT HOTEL MARKET/SAN CARLOS	0	0	0	0	0	0	0	0	0	0	0	0
RH99-03-006 SOBRATO TOWER ALMADEN/BALBACH	0	0	0	0	1	0	0	0	0	0	0	0
TOTAL:	**4**	**13**	**6**	**9**	**205**	**42**	**6**	**13**	**3**	**3**	**6**	**3**

	LEFT	THRU	RIGHT
NORTH	9	205	42
EAST	3	6	3
SOUTH	4	13	6
WEST	6	13	3

AM APPROVED TRIPS

08/29/2007

Intersection of: HEDDING/SEVENTH

Traffix Node Number: 3580

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	5	23	10	0	0	0	0	9	0	0	7	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	10	0	7	0	0	0	0	0	9	6	0	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**15**	**23**	**17**	**0**	**0**	**0**	**0**	**9**	**9**	**6**	**7**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	6	7	0
SOUTH	15	23	17
WEST	0	9	9

PM APPROVED TRIPS

08/29/2007

Intersection of: HEDDING/SEVENTH

Traffix Node Number: 3580

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	14	5	5	0	10	0	0	11	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	8	0	5	0	0	0	0	0	9	6	0	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**8**	**0**	**5**	**14**	**5**	**5**	**0**	**10**	**9**	**6**	**11**	**0**

	LEFT	THRU	RIGHT
NORTH	14	5	5
EAST	6	11	0
SOUTH	8	0	5
WEST	0	10	9

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Intersection of: SEVENTH/TAYLOR

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Traffix Node Number: 3909

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	1	6	0	0	0	0	7	38	1	0	20	2
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	8	18	0	0	15	0	0	18	6	0	18	0
TOTAL:	**9**	**24**	**0**	**0**	**15**	**0**	**7**	**56**	**7**	**0**	**38**	**2**

	LEFT	THRU	RIGHT
NORTH	0	15	0
EAST	0	38	2
SOUTH	9	24	0
WEST	7	56	7

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Intersection of: SEVENTH/TAYLOR

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Traffix Node Number: 3909

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	4	9	2	0	5	0	2	28	2
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	5	13	1	0	13	0	0	15	6	0	16	0
TOTAL:	**5**	**13**	**1**	**4**	**22**	**2**	**0**	**20**	**6**	**2**	**44**	**2**

	LEFT	THRU	RIGHT
NORTH	4	22	2
EAST	2	44	2
SOUTH	5	13	1
WEST	0	20	6

AM APPROVED TRIPS

08/29/2007

Intersection of: HEDDING/TENTH

Traffix Node Number: 3581

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	41	2	1	2	3	3	9	0	2	35	9
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	1	5	1	11	31	4	2	25	19
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	7	0	1	6	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**41**	**2**	**2**	**7**	**4**	**14**	**47**	**4**	**5**	**66**	**28**

	LEFT	THRU	RIGHT
NORTH	2	7	4
EAST	5	66	28
SOUTH	0	41	2
WEST	14	47	4

PM APPROVED TRIPS

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Intersection of: HEDDING/TENTH

Traffix Node Number: 3581

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	11	3	5	33	41	3	59	7	6	32	20
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	9	69	4	0	11	2	13	34	16
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	5	0	1	6	0
PDC06-069 10TH & MISSION RESIDENTIAL N 10TH ST (W/S), BTWN VESTAL AND E MISSION ST	0	0	0	0	0	0	0	0	22	22	0	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**11**	**3**	**14**	**102**	**45**	**3**	**75**	**31**	**42**	**72**	**36**

	LEFT	THRU	RIGHT
NORTH	14	102	45
EAST	42	72	36
SOUTH	0	11	3
WEST	3	75	31

AM APPROVED TRIPS

08/29/2007

Intersection of: TAYLOR/TENTH

Traffix Node Number: 3822

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	3	30	1	0	4	0	0	7	0	1	17	0
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	0	4	0	0	17	2	2	19	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	1	0	22	2	0	21	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**3**	**30**	**1**	**0**	**8**	**1**	**0**	**46**	**4**	**3**	**57**	**0**

	LEFT	THRU	RIGHT
NORTH	0	8	1
EAST	3	57	0
SOUTH	3	30	1
WEST	0	46	4

PM APPROVED TRIPS

08/29/2007

Intersection of: TAYLOR/TENTH

Traffix Node Number: 3822

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	1	9	2	2	39	3	1	36	4	3	15	0
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	8	115	5	0	14	2	8	19	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	1	0	18	2	0	19	0
PDC06-069 10TH & MISSION RESIDENTIAL N 10TH ST (W/S), BTWN VESTAL AND E MISSION ST	0	0	0	-6	-5	-6	0	0	0	0	0	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**1**	**9**	**2**	**4**	**149**	**3**	**1**	**68**	**8**	**11**	**53**	**0**

	LEFT	THRU	RIGHT
NORTH	4	149	3
EAST	11	53	0
SOUTH	1	9	2
WEST	1	68	8

AM APPROVED TRIPS

08/29/2007

Intersection of: JACKSON/TENTH

Page No: 1

Traffix Node Number: 3862

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	3	81	2	0	13	0	0	2	0	0	11	2
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	0	5	0	0	0	0	0	0	0
TOTAL:	**3**	**81**	**2**	**0**	**18**	**0**	**0**	**2**	**0**	**0**	**11**	**2**

	LEFT	THRU	RIGHT
NORTH	0	18	0
EAST	0	11	2
SOUTH	3	81	2
WEST	0	2	0

PM APPROVED TRIPS

08/29/2007

Intersection of: JACKSON/TENTH

Page No: 2

Traffix Node Number: 3862

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	0	2	0	0	0	0	0	0	0
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	2	115	1	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**2**	**117**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	2	117	1
EAST	0	0	0
SOUTH	0	0	0
WEST	0	0	0

AM APPROVED TRIPS

08/29/2007

Intersection of: ELEVENTH/HEDDING

Traffix Node Number: 3469

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	14	0	4	0	0	0	0	13	2	2	42	0
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	65	0	15	0	0	0	0	4	0	0	3	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	7	0	0	7	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**79**	**0**	**19**	**0**	**0**	**0**	**0**	**24**	**2**	**2**	**52**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	2	52	0
SOUTH	79	0	19
WEST	0	24	2

PM APPROVED TRIPS

08/29/2007

Intersection of: ELEVENTH/HEDDING

Traffix Node Number: 3469

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	7	0	9	0	0	0	0	68	43	6	49	0
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	5	0	4	0	0	0	0	7	0	0	56	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	1	0	0	0	0	5	0	0	6	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**12**	**0**	**14**	**0**	**0**	**0**	**0**	**80**	**43**	**6**	**111**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	6	111	0
SOUTH	12	0	14
WEST	0	80	43

AM APPROVED TRIPS

08/29/2007

Intersection of: ELEVENTH/TAYLOR

Traffix Node Number: 3467

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	3	7	1	0	1	0	0	4	0	0	5	0
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	8	84	3	0	0	0	1	18	0	0	12	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	2	0	0	0	0	0	0	22	0	0	19	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**13**	**91**	**4**	**0**	**1**	**0**	**1**	**44**	**0**	**0**	**36**	**0**

	LEFT	THRU	RIGHT
NORTH	0	1	0
EAST	0	36	0
SOUTH	13	91	4
WEST	1	44	0

PM APPROVED TRIPS

08/29/2007

Intersection of: ELEVENTH/TAYLOR

Traffix Node Number: 3467

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	10	14	3	2	53	4	1	57	3	4	41	0
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	1	7	1	0	0	0	0	19	0	0	24	1
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	2	0	0	0	0	0	1	17	0	0	18	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**13**	**21**	**4**	**2**	**53**	**4**	**2**	**93**	**3**	**4**	**83**	**1**

	LEFT	THRU	RIGHT
NORTH	2	53	4
EAST	4	83	1
SOUTH	13	21	4
WEST	2	93	3

AM APPROVED TRIPS

08/29/2007

Intersection of: ELEVENTH/JACKSON

Page No: 1

Traffix Node Number: 3470

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	1	31	0	0	5	0	0	2	0	0	8	1
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	3	90	1	0	0	0	0	0	0	0	0	0
TOTAL:	**4**	**121**	**1**	**0**	**5**	**0**	**0**	**2**	**0**	**0**	**8**	**1**

	LEFT	THRU	RIGHT
NORTH	0	5	0
EAST	0	8	1
SOUTH	4	121	1
WEST	0	2	0

PM APPROVED TRIPS

08/29/2007

Intersection of: ELEVENTH/JACKSON

Page No: 2

Traffix Node Number: 3470

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	3	49	3	3	131	2	2	24	5	4	10	2
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	8	0	0	0	0	0	0	0	0	0	0
TOTAL:	**3**	**57**	**3**	**3**	**131**	**2**	**2**	**24**	**5**	**4**	**10**	**2**

	LEFT	THRU	RIGHT
NORTH	3	131	2
EAST	4	10	2
SOUTH	3	57	3
WEST	2	24	5

AM APPROVED TRIPS

08/29/2007

Intersection of: HEDDING/OAKLAND

Page No: 1

Traffix Node Number: 3576

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	5	0	5	5	2	2	0	0	0	0	1
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	3	10	0	2	4	1	4	5	0	0	18	2
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	16	47	2	3	8	5	17	20	1	0	4	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	18	1	0	15	5	6	1	0	2	2	0
PDC05-014 MODERN ICE OAKLAND RD AND BERRYESSA RD (NE/C)	0	2	1	0	0	0	6	1	0	9	20	1
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	19	82	4	10	32	13	35	27	1	11	44	4

	LEFT	THRU	RIGHT
NORTH	10	32	13
EAST	11	44	4
SOUTH	19	82	4
WEST	35	27	1

PM APPROVED TRIPS

08/29/2007

Intersection of: HEDDING/OAKLAND

Page No: 2

Traffix Node Number: 3576

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	6	0	5	6	3	3	0	0	0	0	2
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	18	2	14	31	11	13	34	3	4	18	3
NEWCITYHALL NEW CITY HALL / CIVIC CENTER SANTA CLARA (S/S), BTWN 4TH ST AND 6TH ST	0	0	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	7	1	21	58	27	2	6	0	4	19	3
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	13	2	0	15	6	4	2	0	1	3	0
PDC05-014 MODERN ICE OAKLAND RD AND BERRYESSA RD (NE/C)	0	7	2	0	0	0	17	3	0	5	10	2
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	2	51	7	40	110	47	39	45	3	14	50	10

	LEFT	THRU	RIGHT
NORTH	40	110	47
EAST	14	50	10
SOUTH	2	51	7
WEST	39	45	3

AM APPROVED TRIPS

08/29/2007

Intersection of: TAYLOR/THIRTEENTH

Page No: 1

Traffix Node Number: 3823

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	2	55	2	2	8	1	5	21	1	0	0	0
PDC03-056 MIXED-USE DEVELOPMENT . N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	17	19	3	0	0	3	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**2**	**55**	**2**	**2**	**8**	**18**	**24**	**24**	**1**	**0**	**3**	**0**

	LEFT	THRU	RIGHT
NORTH	2	8	18
EAST	0	3	0
SOUTH	2	55	2
WEST	24	24	1

PM APPROVED TRIPS

08/29/2007

Intersection of: TAYLOR/THIRTEENTH

Page No: 2

Traffix Node Number: 3823

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	1	13	1	15	36	8	2	17	0	0	12	1
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	16	15	3	0	0	2	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**1**	**13**	**1**	**15**	**36**	**24**	**17**	**20**	**0**	**0**	**14**	**1**

	LEFT	THRU	RIGHT
NORTH	15	36	24
EAST	0	14	1
SOUTH	1	13	1
WEST	17	20	0

AM APPROVED TRIPS

08/29/2007

Intersection of: SAN PEDRO/TAYLOR

Traffix Node Number: 3776

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	5	2	0	0	1	0	0	0	0	0	6
NSJ NORTH SAN JOSE	0	0	0	0	0	0	13	8	8	2	0	18
PDC00-04-025 COLLEGE PARK N FIRST ST(W/S), S/O RYLAND PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	0	0	0	0	19	5	5	0	0	19	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	15	0	0	18	0
TOTAL:	**0**	**5**	**2**	**0**	**0**	**20**	**18**	**28**	**8**	**2**	**37**	**24**

	LEFT	THRU	RIGHT
NORTH	0	0	20
EAST	2	37	24
SOUTH	0	5	2
WEST	18	28	8

PM APPROVED TRIPS

08/29/2007

Intersection of: SAN PEDRO/TAYLOR

Traffix Node Number: 3776

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	0	1	15	2	1	3	22	2	1	19	1
NSJ NORTH SAN JOSE	0	0	0	0	0	0	2	16	1	1	33	2
PDC00-04-025 COLLEGE PARK N FIRST ST(W/S), S/O RYLAND PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	0	0	0	0	6	19	18	0	0	6	0
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	0	0	0	0	0	15	0	0	13	0
TOTAL:	**2**	**0**	**1**	**15**	**2**	**7**	**24**	**71**	**3**	**2**	**71**	**3**

	LEFT	THRU	RIGHT
NORTH	15	2	7
EAST	2	71	3
SOUTH	2	0	1
WEST	24	71	3

AM APPROVED TRIPS

08/29/2007

Intersection of: 87/TAYLOR

Traffix Node Number: 4038

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	1	0	0	0	0	0	0	0	1	0	0	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-04-025 COLLEGE PARK N FIRST ST(W/S), S/O RYLAND PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	0	5	3	0	0	0	1	0	19	6	13
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	9	6	0	0	0	3	0	7	3	7
PDC04-018 COUSIN'S COLEMAN ST AND W TAYLOR ST (SW/C)	19	0	0	0	0	4	2	2	8	0	4	0
PDC98-12-104 FMC SITE 880/COLEMAN (NW/C)	177	0	0	0	0	0	0	17	35	0	89	0
RH98-04-003 SOBRATO RIVER CORPORATE CENTER JULIAN/87 (NW/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**197**	**0**	**14**	**9**	**0**	**4**	**2**	**23**	**44**	**26**	**102**	**20**

	LEFT	THRU	RIGHT
NORTH	9	0	4
EAST	26	102	20
SOUTH	197	0	14
WEST	2	23	44

PM APPROVED TRIPS

08/29/2007

Intersection of: 87/TAYLOR

Traffix Node Number: 4038

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT EXPANSION OF AIRPORT SAN JOSE INTL AIRPORT	1	0	0	0	0	0	0	0	2	0	0	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-04-025 COLLEGE PARK N FIRST ST(W/S), S/O RYLAND PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-09-086 TAYLOR TOWERS N 1ST ST & TAYLOR ST (NW/C)	0	0	19	12	0	0	0	6	0	6	2	4
PDC03-056 MIXED-USE DEVELOPMENT N 7TH ST, E/O TAYLOR ST SPRR	0	0	6	5	0	0	0	2	0	7	3	4
PDC04-018 COUSIN'S COLEMAN ST AND W TAYLOR ST (SW/C)	47	0	0	0	0	11	11	11	47	0	11	0
PDC98-12-104 FMC SITE 880/COLEMAN (NW/C)	28	0	0	0	0	0	0	89	178	0	14	0
RH98-04-003 SOBRATO RIVER CORPORATE CENTER JULIAN/87 (NW/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**76**	**0**	**25**	**17**	**0**	**11**	**11**	**108**	**227**	**13**	**30**	**8**

	LEFT	THRU	RIGHT
NORTH	17	0	11
EAST	13	30	8
SOUTH	76	0	25
WEST	11	108	227

Appendix C

Volume Summary Tables

Intersection Number: 1
Traffix Node Number: 4038
Intersection Name: SR 87 & Taylor Street
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 03/16/05
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	49	0	140	90	337	621	1281	0	500	290	344	94	3746
Approved Project Trips													
CSJ ATI	4	0	9	20	102	26	14	0	197	44	23	2	441
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	4	0	9	20	102	26	14	0	197	44	23	2	441
Background Conditions	53	0	149	110	439	647	1295	0	697	334	367	96	4187
Background + NSJ Vacancy	53	0	149	110	439	647	1295	0	697	334	367	96	
Project Trip Components													
Condominium Trips	0	0	21	39	5	39	21	0	0	0	3	0	128
Senior Housing Trips	0	0	2	3	0	3	2	0	0	0	0	0	10
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Unit Trips	0	0	3	1	0	1	4	0	0	0	0	0	9
Existing Light Industrial Trips	0	0	8	3	0	4	10	0	0	0	0	0	25
Net Project Trips	0	0	18	40	5	39	17	0	0	0	3	0	122
Project Conditions	53	0	167	150	444	686	1312	0	697	334	370	96	4309
TRAFFIX check	53	0	167	150	445	687	1312	0	697	334	370	96	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	53	0	149	110	439	647	1295	0	697	334	367	96	4187
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 2
Traffix Node Number: 3776
Intersection Name: San Pedro Street & Taylor Street
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 12/06/05
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	222	9	10	52	693	14	40	20	125	59	685	540	2469
Approved Project Trips													
CSJ ATI	20	0	0	24	37	2	2	5	0	8	28	18	144
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	20	0	0	24	37	2	2	5	0	8	28	18	144
Background Conditions	242	9	10	76	730	16	42	25	125	67	713	558	2613
Background + NSJ Vacancy	242	9	10	76	730	16	42	25	125	67	713	558	
Project Trip Components													
Condominium Trips	0	0	0	0	84	0	0	0	0	0	45	0	129
Senior Housing Trips	0	0	0	0	7	0	0	0	0	0	5	0	12
Retail Trips	0	0	0	0	0	0	1	0	0	0	0	0	1
Community Center Trips	0	0	0	0	0	1	2	0	0	0	0	0	3
Live/Work Unit Trips	0	0	0	0	2	0	0	0	0	0	7	0	9
Existing Light Industrial Trips	0	0	0	0	8	0	0	0	0	0	17	0	25
Net Project Trips	0	0	0	0	85	1	3	0	0	0	40	0	129
Project Conditions	242	9	10	76	815	17	45	25	125	67	753	558	2742
TRAFFIX check	242	9	10	76	816	18	45	25	125	67	752	558	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	242	9	10	76	730	16	42	25	125	67	713	558	2613
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 3
Traffix Node Number: 3054
Intersection Name: North First Street & I-880 North Ramps
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 10/05/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	27	599	0	212	6	377	127	1066	0	30	0	0	2444
Approved Project Trips													
CSJ ATI	0	319	0	87	0	116	18	574	0	0	0	0	1114
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	319	0	87	0	116	18	574	0	0	0	0	1114
Background Conditions	27	918	0	299	6	493	145	1640	0	30	0	0	3558
Background + NSJ Vacancy	28	936	0	333	7	553	159	1757	0	30	0	0	
Project Trip Components													
Condominium Trips	0	6	0	0	0	13	0	11	0	0	0	0	30
Senior Housing Trips	0	1	0	0	0	1	0	1	0	0	0	0	3
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Unit Trips	0	0	0	0	0	2	0	0	0	0	0	0	2
Existing Light Industrial Trips	0	1	0	0	0	5	0	0	0	0	0	0	6
Net Project Trips	0	6	0	0	0	11	0	12	0	0	0	0	29
Project Conditions	28	942	0	333	7	564	159	1769	0	30	0	0	3832
TRAFFIX check	28	942	0	333	7	564	159	1768	0	30	0	0	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	28	936	0	333	7	553	159	1757	0	30	0	0	3803
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 4
Traffix Node Number: 3055
Intersection Name: North First Street & I-880 South Ramps
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 10/05/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	101	538	41	139	0	0	22	956	0	139	44	566	2546
Approved Project Trips													
CSJ ATI	7	139	3	13	0	0	0	225	0	20	3	327	737
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	7	139	3	13	0	0	0	225	0	20	3	327	737
Background Conditions	108	677	44	152	0	0	22	1181	0	159	47	893	3283
Background + NSJ Vacancy	108	677	44	152	0	0	22	1181	0	159	47	893	
Project Trip Components													
Condominium Trips	0	18	0	0	0	0	0	60	0	14	0	0	92
Senior Housing Trips	0	2	0	0	0	0	0	5	0	2	0	0	9
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Unit Trips	0	2	0	0	0	0	0	1	0	3	0	0	6
Existing Light Industrial Trips	0	6	0	0	0	0	0	6	0	8	0	0	20
Net Project Trips	0	16	0	0	0	0	0	60	0	11	0	0	87
Project Conditions	108	693	44	152	0	0	22	1241	0	170	47	893	3370
TRAFFIX check	108	694	44	152	0	0	22	1242	0	170	47	893	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	108	677	44	152	0	0	22	1181	0	159	47	893	3283
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 5
Traffix Node Number: 3498
Intersection Name: North First Street & Hedding Street
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 03/10/05
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Total
Existing Conditions	125	410	85	109	420	80	76	641	133	15	144	113	2351
Approved Project Trips													
CSJ ATI	7	55	17	19	36	10	9	164	17	2	41	16	393
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	7	55	17	19	36	10	9	164	17	2	41	16	393
Background Conditions	132	465	102	128	456	90	85	805	150	17	185	129	2744
Background + NSJ Vacancy	132	465	102	128	456	90	85	805	150	17	185	129	
Project Trip Components													
Condominium Trips	0	22	10	19	5	0	0	42	0	0	3	0	101
Senior Housing Trips	0	2	1	1	0	0	0	3	0	0	0	0	7
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Unit Trips	0	4	2	0	0	0	0	1	0	0	0	0	7
Existing Light Industrial Trips	0	9	4	2	0	0	0	4	0	0	1	0	20
Net Project Trips	0	19	9	18	5	0	0	42	0	0	2	0	95
Project Conditions	132	484	111	146	461	90	85	847	150	17	187	129	2839
TRAFFIX check	132	484	111	147	461	90	85	847	150	17	187	129	
Cumulative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	132	465	102	128	456	90	85	805	150	17	185	129	2744
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 6
Traffix Node Number: 3519
Intersection Name: North First Street & Taylor Street (P)
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 12/08/05
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Total
Existing Conditions	115	263	76	57	494	31	16	486	136	53	376	205	2308
Approved Project Trips													
CSJ ATI	6	30	21	27	68	0	1	59	7	5	50	23	297
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	6	30	21	27	68	0	1	59	7	5	50	23	297
Background Conditions	121	293	97	84	562	31	17	545	143	58	426	228	2605
Background + NSJ Vacancy	121	293	97	84	562	31	17	545	143	58	426	228	
Project Trip Components													
Condominium Trips	0	10	12	23	84	0	0	19	0	0	45	0	193
Senior Housing Trips	0	1	1	2	7	0	0	1	0	0	5	0	17
Retail Trips	0	0	0	0	0	0	0	0	0	0	1	0	1
Community Center Trips	0	0	0	0	1	0	0	0	0	0	2	0	3
Live/Work Unit Trips	0	2	2	1	2	0	0	0	0	0	7	0	14
Existing Light Industrial Trips	0	4	5	2	8	0	0	2	0	0	17	0	38
Net Project Trips	0	9	10	24	86	0	0	18	0	0	43	0	190
Project Conditions	121	302	107	108	648	31	17	563	143	58	469	228	2795
TRAFFIX check	121	302	107	107	649	31	17	564	143	58	468	228	
Cumulative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	121	293	97	84	562	31	17	545	143	58	426	228	2605
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 7
Traffix Node Number: 3498
Intersection Name: North First Street & Jackson St
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 05/11/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Total
Existing Conditions	0	196	79	226	0	59	12	342	12	0	0	0	926
Approved Project Trips													
CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	196	79	226	0	59	12	342	12	0	0	0	926
Background + NSJ Vacancy	0	196	79	226	0	59	12	342	12	0	0	0	
Project Trip Components													
Condominium Trips	0	0	10	19	0	0	0	0	0	0	0	0	29
Senior Housing Trips	0	0	1	1	0	0	0	0	0	0	0	0	2
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Unit Trips	0	0	2	0	0	0	0	0	0	0	0	0	2
Existing Light Industrial Trips	0	0	4	2	0	0	0	0	0	0	0	0	6
Net Project Trips	0	0	9	18	0	0	0	0	0	0	0	0	27
Project Conditions	0	196	88	244	0	59	12	342	12	0	0	0	953
TRAFFIX check	0	196	88	245	0	59	12	342	12	0	0	0	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	0	196	79	226	0	59	12	342	12	0	0	0	926
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 8
Traffix Node Number: 3534
Intersection Name: Fourth Street & Hedding Street (P)
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 06/13/07
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Total
Existing Conditions	21	107	32	144	753	66	47	378	72	75	300	27	2022
Approved Project Trips													
CSJ ATI	3	15	3	4	37	2	3	127	7	9	35	5	250
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	3	15	3	4	37	2	3	127	7	9	35	5	250
Background Conditions	24	122	35	148	790	68	50	505	79	84	335	32	2272
Background + NSJ Vacancy	24	122	35	148	790	68	50	505	79	84	335	32	
Project Trip Components													
Condominium Trips	0	1	0	0	24	0	0	3	0	0	13	0	41
Senior Housing Trips	0	0	0	0	2	0	0	0	0	0	1	0	3
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	1	0	0	0	0	0	0	0	0	1	0	2
Live/Work Unit Trips	0	0	0	0	1	0	0	0	0	0	2	0	3
Existing Light Industrial Trips	0	0	0	0	2	0	0	0	0	0	5	0	7
Net Project Trips	0	2	0	0	25	0	0	3	0	0	12	0	42
Project Conditions	24	124	35	148	815	68	50	508	79	84	347	32	2314
TRAFFIX check	24	124	35	148	815	68	50	508	79	84	347	32	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	24	122	35	148	790	68	50	505	79	84	335	32	2272
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 9
Traffix Node Number: 3544
Intersection Name: Fourth Street & Taylor Street
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 06/13/07
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	41	198	28	76	479	28	13	240	62	17	338	141	1661
Approved Project Trips													
CSJ ATI	1	15	2	6	38	0	0	0	1	14	89	51	217
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	1	15	2	6	38	0	0	0	1	14	89	51	217
Background Conditions	42	213	30	82	517	28	13	240	63	31	427	192	1878
Background + NSJ Vacancy	42	213	30	82	517	28	13	240	63	31	427	192	
Project Trip Components													
Condominium Trips	0	1	1	1	107	0	0	1	0	0	57	0	168
Senior Housing Trips	0	0	0	0	9	0	0	0	0	0	6	0	15
Retail Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Community Center Trips	0	1	1	1	2	0	0	0	0	0	3	0	8
Live/Work Unit Trips	0	0	0	0	2	0	0	0	0	0	9	0	11
Existing Light Industrial Trips	0	0	0	0	10	0	0	0	0	0	23	0	33
Net Project Trips	0	2	2	2	111	0	0	1	0	0	53	0	171
Project Conditions	42	215	32	84	628	28	13	241	63	31	480	192	2049
TRAFFIX check	42	214	32	84	628	28	13	242	63	31	480	192	
Cumulative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	42	213	30	82	517	28	13	240	63	31	427	192	1878
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 10
Traffix Node Number: 3535
Intersection Name: Fourth Street & Jackson St (P)
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 05/11/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	9	227	20	85	70	18	8	91	4	13	49	156	750
Approved Project Trips													
CSJ ATI	0	24	4	4	1	1	1	27	10	0	2	19	93
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	24	4	4	1	1	1	27	10	0	2	19	93
Background Conditions	9	251	24	89	71	19	9	118	14	13	51	175	843
Background + NSJ Vacancy	9	251	24	89	71	19	9	118	14	13	51	175	
Project Trip Components													
Condominium Trips	0	0	1	1	19	0	0	0	0	0	10	0	31
Senior Housing Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	1	0	0	0	0	0	0	0	1	0	2
Live/Work Unit Trips	0	0	0	0	0	0	0	0	0	0	2	0	2
Existing Light Industrial Trips	0	0	0	0	2	0	0	0	0	0	4	0	6
Net Project Trips	0	0	2	1	18	0	0	0	0	0	10	0	31
Project Conditions	9	251	26	90	89	19	9	118	14	13	61	175	874
TRAFFIX check	9	251	26	91	91	19	9	118	14	13	61	175	
Cumulative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	9	251	24	89	71	19	9	118	14	13	51	175	843
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 11
Traffix Node Number: 3580
Intersection Name: Seventh Street & Hedding Street
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 11/15/05
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	26	17	25	98	999	30	37	127	78	19	393	17	1866
Approved Project Trips													
CSJ ATI	0	0	0	0	7	6	17	23	15	9	9	0	86
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	7	6	17	23	15	9	9	0	86
Background Conditions	26	17	25	98	1006	36	54	150	93	28	402	17	1952
Background + NSJ Vacancy	26	17	25	102	1044	37	57	161	100	29	433	18	
Project Trip Components													
Condominium Trips	0	4	0	0	0	10	23	7	24	13	0	0	81
Senior Housing Trips	0	0	0	0	1	0	0	0	0	0	2	0	3
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	1	0	0	0	1	0	0	0	0	0	0	2
Live/Work Unit Trips	0	0	0	0	0	2	1	0	0	0	0	0	3
Existing Light Industrial Trips	0	1	0	0	0	4	3	0	0	0	0	0	8
Net Project Trips	0	4	0	0	1	9	21	7	24	13	2	0	81
Project Conditions	26	21	25	102	1045	46	78	168	124	42	435	18	2130
TRAFFIX check	26	21	25	102	1045	45	78	168	125	42	435	18	
Cumulative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	26	17	25	102	1044	37	57	161	100	29	433	18	2049
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 12
Traffix Node Number: 3909
Intersection Name: Seventh Street & Taylor Street
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 06/12/07
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	26	49	26	73	592	14	7	134	42	14	286	33	1296
Approved Project Trips													
CSJ ATI	0	15	0	2	38	0	0	24	9	7	56	7	158
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	15	0	2	38	0	0	24	9	7	56	7	158
Background Conditions	26	64	26	75	630	14	7	158	51	21	342	40	1454
Background + NSJ Vacancy	26	64	26	75	630	14	7	158	51	21	342	40	
Project Trip Components													
Condominium Trips	0	26	0	0	0	18	33	53	108	58	0	0	296
Senior Housing Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Retail Trips	0	1	0	0	0	1	1	0	0	0	0	0	3
Community Center Trips	0	2	0	0	0	4	2	1	0	0	0	0	9
Live/Work Unit Trips	0	2	0	0	0	3	1	1	2	1	0	0	10
Existing Light Industrial Trips	0	5	0	0	0	8	3	3	0	0	0	0	19
Net Project Trips	0	26	0	0	1	18	34	52	110	59	1	0	301
Project Conditions	26	90	26	75	631	32	41	210	161	80	343	40	1755
TRAFFIX check	26	90	26	75	631	32	41	210	161	80	343	40	
Cumulative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	26	64	26	75	630	14	7	158	51	21	342	40	1454
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 13
Traffix Node Number: 3581
Intersection Name: Tenth Street & Hedding Street (P)
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 11/15/05
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Total
Existing Conditions	34	129	43	770	1122	155	0	0	0	71	330	103	2757
Approved Project Trips													
CSJ ATI	4	7	2	28	66	5	2	41	0	4	47	14	220
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	4	7	2	28	66	5	2	41	0	4	47	14	220
Background Conditions	38	136	45	798	1188	160	2	41	0	75	377	117	2977
Background + NSJ Vacancy	51	90	133	387	1353	101	82	1551	6	35	396	132	
Project Trip Components													
Condominium Trips	0	6	0	0	10	0	0	8	0	0	19	4	47
Senior Housing Trips	0	1	0	0	1	0	0	1	0	0	2	0	5
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	1	0	0	0	0	0	0	0	1
Live/Work Unit Trips	0	1	0	0	2	0	0	0	0	0	0	0	3
Existing Light Industrial Trips	0	2	0	0	4	0	0	0	0	0	2	1	9
Net Project Trips	0	6	0	0	10	0	0	9	0	0	19	3	47
Project Conditions	51	96	133	387	1363	101	82	1560	6	35	415	135	4364
TRAFFIX check	51	96	133	387	1362	101	82	1560	6	35	415	136	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	51	90	133	387	1353	101	82	1551	6	35	396	132	4317
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 14
Traffix Node Number: 3822
Intersection Name: Tenth Street & Taylor Street (P)
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 06/12/07
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Total
Existing Conditions	43	222	15	0	609	78	0	0	0	43	295	0	1305
Approved Project Trips													
CSJ ATI	1	8	0	0	57	3	1	30	3	4	46	0	153
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	1	8	0	0	57	3	1	30	3	4	46	0	153
Background Conditions	44	230	15	0	666	81	1	30	3	47	341	0	1458
Background + NSJ Vacancy	44	230	15	0	666	81	1	30	3	47	341	0	
Project Trip Components													
Condominium Trips	3	3	0	0	15	0	0	4	0	0	29	4	58
Senior Housing Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Retail Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Community Center Trips	0	0	0	0	3	0	0	0	0	0	2	0	5
Live/Work Unit Trips	1	0	0	0	2	0	0	0	0	0	1	0	4
Existing Light Industrial Trips	2	0	0	0	6	0	0	0	0	0	3	0	11
Net Project Trips	2	3	0	0	16	0	0	4	0	0	31	4	60
Project Conditions	46	233	15	0	682	81	1	34	3	47	372	4	1518
TRAFFIX check	46	233	15	0	683	81	1	34	3	47	371	5	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	44	230	15	0	666	81	1	30	3	47	341	0	1458
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Japantown Corp Yard Residential Mixed-Use Development TIA

Intersection Number: 15
Traffix Node Number: 3862
Intersection Name: Tenth Street & Jackson St
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 05/16/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Total
Existing Conditions	16	399	40	0	98	36	0	0	0	50	71	0	710
Approved Project Trips													
CSJ ATI	0	18	0	2	11	0	2	81	3	0	2	0	119
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	18	0	2	11	0	2	81	3	0	2	0	119
Background Conditions	16	417	40	2	109	36	2	81	3	50	73	0	829
Background + NSJ Vacancy	16	417	40	2	109	36	2	81	3	50	73	0	
Project Trip Components													
Condominium Trips	3	0	0	0	11	0	0	0	0	16	6	4	40
Senior Housing Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail Trips	0	0	0	0	1	0	0	0	0	0	0	0	1
Community Center Trips	0	0	0	0	2	0	0	0	0	0	1	0	3
Live/Work Unit Trips	0	0	0	0	1	0	0	0	0	0	0	0	1
Existing Light Industrial Trips	0	0	0	0	3	0	0	0	0	1	0	0	4
Net Project Trips	3	0	0	0	12	0	0	0	0	15	7	4	41
Project Conditions	19	417	40	2	121	36	2	81	3	65	80	4	870
TRAFFIX check	20	417	40	2	122	36	2	81	3	65	80	4	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	16	417	40	2	109	36	2	81	3	50	73	0	829
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 16
Traffix Node Number: 3469
Intersection Name: Eleventh Street & Hedding Street
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 11/15/05
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Total
Existing Conditions	0	0	0	0	1202	0	210	0	909	0	357	0	2678
Approved Project Trips													
CSJ ATI	0	0	0	0	52	2	19	0	79	2	24	0	178
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	52	2	19	0	79	2	24	0	178
Background Conditions	0	0	0	0	1254	2	229	0	988	2	381	0	2856
Background + NSJ Vacancy	0	0	0	0	1492	97	178	0	566	99	496	0	
Project Trip Components													
Condominium Trips	0	0	0	0	10	1	1	0	0	0	19	0	31
Senior Housing Trips	0	0	0	0	1	0	0	0	0	0	2	0	3
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	1	0	0	0	0	0	0	0	1
Live/Work Unit Trips	0	0	0	0	2	0	0	0	0	0	0	0	2
Existing Light Industrial Trips	0	0	0	0	4	0	0	0	0	0	2	0	6
Net Project Trips	0	0	0	0	10	1	1	0	0	0	19	0	31
Project Conditions	0	0	0	0	1502	98	179	0	566	99	515	0	2959
TRAFFIX check	0	0	0	0	1501	98	179	0	566	99	515	0	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	0	0	0	0	1492	97	178	0	566	99	496	0	2928
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 17
Traffix Node Number: 3467
Intersection Name: Eleventh Street & Taylor Street (P)
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 06/12/07
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	60	570	0	66	1024	122	0	261	39	2142
Approved Project Trips													
CSJ ATI	0	1	0	0	36	0	4	91	13	0	44	1	190
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	1	0	0	36	0	4	91	13	0	44	1	190
Background Conditions	0	1	0	60	606	0	70	1115	135	0	305	40	2332
Background + NSJ Vacancy	0	1	0	60	606	0	70	1115	135	0	305	40	
Project Trip Components													
Condominium Trips	1	0	0	0	15	0	0	0	0	0	27	1	44
Senior Housing Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Retail Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Community Center Trips	0	0	0	0	3	0	0	0	0	0	2	0	5
Live/Work Unit Trips	0	0	0	0	2	0	0	0	0	0	1	0	3
Existing Light Industrial Trips	0	0	0	0	6	0	0	0	0	0	3	0	9
Net Project Trips	1	0	0	0	16	0	0	0	0	0	29	1	47
Project Conditions	1	1	0	60	622	0	70	1115	135	0	334	41	2379
TRAFFIX check	1	1	0	60	622	0	70	1115	135	0	334	41	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	0	1	0	60	606	0	70	1115	135	0	305	40	2332
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 16
Traffix Node Number: 3470
Intersection Name: Eleventh Street & Jackson St
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 05/16/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	30	75	0	59	964	53	0	92	29	1302
Approved Project Trips													
CSJ ATI	0	5	0	1	8	0	1	121	4	0	2	0	142
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	5	0	1	8	0	1	121	4	0	2	0	142
Background Conditions	0	5	0	31	83	0	60	1085	57	0	94	29	1444
Background + NSJ Vacancy	0	5	0	31	83	0	60	1085	57	0	94	29	
Project Trip Components													
Condominium Trips	0	0	0	0	3	0	0	0	8	0	6	0	17
Senior Housing Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail Trips	0	0	0	0	1	0	0	0	0	0	0	0	1
Community Center Trips	0	0	0	0	2	0	0	0	0	0	1	0	3
Live/Work Unit Trips	0	0	0	0	0	0	0	0	1	0	0	0	1
Existing Light Industrial Trips	0	0	0	0	1	0	0	0	2	0	0	0	3
Net Project Trips	0	0	0	0	5	0	0	0	7	0	7	0	19
Project Conditions	0	5	0	31	88	0	60	1085	64	0	101	29	1463
TRAFFIX check	0	5	0	31	88	0	60	1085	65	0	101	29	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	0	5	0	31	83	0	60	1085	57	0	94	29	1444
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 19
Traffix Node Number: 3021
Intersection Name: Oakland Road & US 101 NB Ramps
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 11/09/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	659	583	0	355	0	114	0	738	719	0	0	0	3168
Approved Project Trips													
CSJ ATI	139	127	0	172	0	18	0	326	146	0	0	0	928
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	139	127	0	172	0	18	0	326	146	0	0	0	928
Background Conditions	798	710	0	527	0	132	0	1064	865	0	0	0	4096
Background + NSJ Vacancy	820	729	0	566	0	145	0	1119	919	0	0	0	
Project Trip Components													
Condominium Trips	0	6	0	0	0	4	0	11	0	0	0	0	21
Senior Housing Trips	0	1	0	0	0	0	0	1	0	0	0	0	2
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Unit Trips	0	0	0	0	0	1	0	0	0	0	0	0	1
Existing Light Industrial Trips	0	0	0	0	0	3	0	0	0	0	0	0	3
Net Project Trips	0	7	0	0	0	2	0	12	0	0	0	0	21
Project Conditions	820	736	0	566	0	147	0	1131	919	0	0	0	4319
TRAFFIX check	820	735	0	566	0	147	0	1131	919	0	0	0	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	820	729	0	566	0	145	0	1119	919	0	0	0	4298
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 20
Traffix Node Number: 3022
Intersection Name: Oakland Road & US 101 SB Ramps
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 10/10/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	415	261	0	0	0	244	1030	0	119	0	388	2457
Approved Project Trips													
CSJ ATI	0	46	31	0	0	0	33	171	0	37	17	53	388
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	46	31	0	0	0	33	171	0	37	17	53	388
Background Conditions	0	461	292	0	0	0	277	1201	0	156	17	441	2845
Background + NSJ Vacancy	0	474	300	0	0	0	293	1269	0	161	17	459	
Project Trip Components													
Condominium Trips	0	9	0	0	0	0	7	11	0	0	0	0	27
Senior Housing Trips	0	1	0	0	0	0	0	1	0	0	0	0	2
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Unit Trips	0	1	0	0	0	0	0	0	0	0	0	0	1
Existing Light Industrial Trips	0	3	0	0	0	0	1	0	0	0	0	0	4
Net Project Trips	0	8	0	0	0	0	6	12	0	0	0	0	26
Project Conditions	0	482	300	0	0	0	299	1281	0	161	17	459	2999
TRAFFIX check	0	482	300	0	0	0	299	1281	0	161	17	459	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	0	474	300	0	0	0	293	1269	0	161	17	459	2973
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 21
Traffix Node Number: 3576
Intersection Name: Thirteenth Street & Hedding Street
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 10/25/05
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	138	257	128	104	954	36	60	442	125	32	321	265	2862
Approved Project Trips													
CSJ ATI	13	32	10	4	44	11	4	82	19	1	27	35	282
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	13	32	10	4	44	11	4	82	19	1	27	35	282
Background Conditions	151	289	138	108	998	47	64	524	144	33	348	300	3144
Background + NSJ Vacancy	151	289	138	108	998	47	64	524	144	33	348	300	
Project Trip Components													
Condominium Trips	2	7	0	0	9	0	1	14	0	0	17	3	53
Senior Housing Trips	0	0	0	0	1	0	0	1	0	0	2	0	4
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	1	1	0	0	0	0	0	0	0	0	0	0	2
Live/Work Unit Trips	0	1	0	0	2	0	0	0	0	0	0	0	3
Existing Light Industrial Trips	0	3	0	0	4	0	0	1	0	0	2	0	10
Net Project Trips	3	6	0	0	8	0	1	14	0	0	17	3	52
Project Conditions	154	295	138	108	1006	47	65	538	144	33	365	303	3196
TRAFFIX check	154	296	138	108	1005	47	65	538	144	33	365	304	
Cumulative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	151	289	138	108	998	47	64	524	144	33	348	300	3144
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 22
Traffix Node Number: 3823
Intersection Name: Thirteenth Street & Taylor Street
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 11/09/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	43	130	39	104	571	13	15	385	36	12	226	71	1645
Approved Project Trips													
CSJ ATI	18	8	2	0	3	0	2	55	2	1	24	24	139
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	18	8	2	0	3	0	2	55	2	1	24	24	139
Background Conditions	61	138	41	104	574	13	17	440	38	13	250	95	1784
Background + NSJ Vacancy	61	138	41	104	574	13	17	440	38	13	250	95	
Project Trip Components													
Condominium Trips	5	3	0	0	10	0	0	6	0	0	18	9	51
Senior Housing Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail Trips	1	0	0	0	1	0	0	0	0	0	0	0	2
Community Center Trips	2	1	0	0	2	0	0	0	0	0	1	1	7
Live/Work Unit Trips	1	0	0	0	2	0	0	0	0	0	0	0	3
Existing Light Industrial Trips	2	1	0	0	4	0	0	0	0	0	2	1	10
Net Project Trips	7	3	0	0	11	0	0	6	0	0	17	9	53
Project Conditions	68	141	41	104	585	13	17	446	38	13	267	104	1837
TRAFFIX check	67	141	41	104	584	13	17	446	38	13	269	105	
Cumulative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	61	138	41	104	574	13	17	440	38	13	250	95	1784
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Japantown Corp Yard Residential Mixed-Use Development TIA

Intersection Number: 23
Traffix Node Number: 5001
Intersection Name: Sixth Street & Taylor Street (unsig)
Peak Hour: AM — Date of Analysis: 10/23/07
Count Date: 05/11/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	8	5	6	41	571	16	9	43	16	12	331	17	1075
Approved Project Trips													
CSJ ATI (Interpolated)	0	0	0	0	19	0	0	0	0	2	43	2	66
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	19	0	0	0	0	2	43	2	66
Background Conditions	8	5	6	41	590	16	9	43	16	14	374	19	1141
Background + NSJ Vacancy	8	5	6	41	590	16	9	43	16	14	374	19	
Project Trip Components													
Condominium Trips	0	0	0	0	108	0	0	0	0	0	58	0	166
Senior Housing Trips	0	3	0	0	0	1	1	5	9	6	0	0	25
Retail Trips	0	1	0	0	0	0	0	0	1	1	0	0	3
Community Center Trips	0	2	0	0	0	0	0	1	2	4	0	0	9
Live/Work Unit Trips	0	2	0	0	2	0	0	0	1	8	1	0	14
Existing Light Industrial Trips	0	5	0	0	0	0	0	2	10	23	0	0	40
Net Project Trips	0	3	0	0	110	1	1	4	3	-4	59	0	177
Project Conditions	8	8	6	41	700	17	10	47	19	10	433	19	1318
TRAFFIX check	8	7	6	41	700	17	10	47	19	11	433	19	
Cumulative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	8	5	6	41	590	16	9	43	16	14	374	19	1141
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 1
Traffix Node Number: 4038
Intersection Name: SR 87 & Taylor Street
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 03/16/05
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	93	0	138	121	357	1098	994	0	371	410	393	27	4002
Approved Project Trips													
CSJ ATI	11	0	17	8	30	13	25	0	76	227	108	11	526
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	11	0	17	8	30	13	25	0	76	227	108	11	526
Background Conditions	104	0	155	129	387	1111	1019	0	447	637	501	38	4528
Background + NSJ Vacancy	104	0	155	129	387	1111	1019	0	447	637	501	38	
Project Trip Components													
Condominium Trips	0	0	39	21	3	21	39	0	0	0	5	0	128
Senior Housing Trips	0	0	3	2	0	2	3	0	0	0	0	0	10
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Unit Trips	0	0	1	3	0	3	1	0	0	0	0	0	8
Existing Light Industrial Trips	0	0	1	2	0	2	1	0	0	0	0	0	6
Net Project Trips	0	0	42	24	3	24	42	0	0	0	5	0	140
Project Conditions	104	0	197	153	390	1135	1061	0	447	637	506	38	4668
TRAFFIX check	104	0	198	153	390	1135	1062	0	447	637	507	38	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	104	0	155	129	387	1111	1019	0	447	637	501	38	4528
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 2
Traffix Node Number: 3776
Intersection Name: San Pedro Street & Taylor Street
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 12/06/05
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	573	44	30	44	652	24	42	6	121	116	747	224	2623
Approved Project Trips													
CSJ ATI	7	2	15	3	71	2	1	0	2	3	71	24	201
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	7	2	15	3	71	2	1	0	2	3	71	24	201
Background Conditions	580	46	45	47	723	26	43	6	123	119	818	248	2824
Background + NSJ Vacancy	580	46	45	47	723	26	43	6	123	119	818	248	
Project Trip Components													
Condominium Trips	0	0	0	0	44	0	0	0	0	0	83	0	127
Senior Housing Trips	0	0	0	0	5	0	0	0	0	0	7	0	12
Retail Trips	0	0	0	0	0	2	2	0	0	0	0	0	4
Community Center Trips	0	0	0	0	0	2	1	0	0	0	0	0	3
Live/Work Unit Trips	0	0	0	0	6	0	0	0	0	0	3	0	9
Existing Light Industrial Trips	0	0	0	0	4	0	0	0	0	0	2	0	6
Net Project Trips	0	0	0	0	51	4	3	0	0	0	91	0	149
Project Conditions	580	46	45	47	774	30	46	6	123	119	909	248	2973
TRAFFIX check	580	46	45	47	774	30	46	6	123	119	909	248	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	580	46	45	47	723	26	43	6	123	119	818	248	2824
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 3
Traffix Node Number: 3054
Intersection Name: North First Street & I-880 North Ramps
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 10/05/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	31	1309	0	88	0	349	122	484	0	36	0	0	2419
Approved Project Trips													
CSJ ATI	0	705	0	88	0	79	26	156	0	0	0	0	1054
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	705	0	88	0	79	26	156	0	0	0	0	1054
Background Conditions	31	2014	0	176	0	428	148	640	0	36	0	0	3473
Background + NSJ Vacancy	34	2158	0	185	0	463	152	655	0	36	0	0	
Project Trip Components													
Condominium Trips	0	10	0	0	0	23	0	5	0	0	0	0	38
Senior Housing Trips	0	1	0	0	0	2	0	1	0	0	0	0	4
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Unit Trips	0	0	0	0	0	1	0	0	0	0	0	0	1
Existing Light Industrial Trips	0	0	0	0	0	1	0	0	0	0	0	0	1
Net Project Trips	0	11	0	0	0	25	0	6	0	0	0	0	42
Project Conditions	34	2169	0	185	0	488	152	661	0	36	0	0	3725
TRAFFIX check	34	2169	0	185	0	489	152	661	0	36	0	0	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	34	2158	0	185	0	463	152	655	0	36	0	0	3683
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 4
Traffix Node Number: 3055
Intersection Name: North First Street & I-880 South Ramps
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 10/05/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	209	978	61	145	0	0	25	929	0	116	67	231	2761
Approved Project Trips													
CSJ ATI	17	220	17	23	0	0	1	174	0	26	17	212	707
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	17	220	17	23	0	0	1	174	0	26	17	212	707
Background Conditions	226	1198	78	168	0	0	26	1103	0	142	84	443	3468
Background + NSJ Vacancy	226	1198	78	168	0	0	26	1103	0	142	84	443	
Project Trip Components													
Condominium Trips	0	34	0	0	0	0	0	32	0	26	0	0	92
Senior Housing Trips	0	3	0	0	0	0	0	3	0	2	0	0	8
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Unit Trips	0	1	0	0	0	0	0	5	0	1	0	0	7
Existing Light Industrial Trips	0	1	0	0	0	0	0	3	0	1	0	0	5
Net Project Trips	0	37	0	0	0	0	0	37	0	28	0	0	102
Project Conditions	226	1235	78	168	0	0	26	1140	0	170	84	443	3570
TRAFFIX check	226	1235	78	168	0	0	26	1139	0	170	84	443	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	226	1198	78	168	0	0	26	1103	0	142	84	443	3468
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 5
Traffix Node Number: 3496
Intersection Name: North First Street & Hedding Street
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 03/10/05
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	192	601	216	72	259	78	93	506	63	24	359	149	2612
Approved Project Trips													
CSJ ATI	24	176	38	18	41	13	15	68	5	4	37	7	446
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	24	176	38	18	41	13	15	68	5	4	37	7	446
Background Conditions	216	777	254	90	300	91	108	574	68	28	396	156	3058
Background + NSJ Vacancy	216	777	254	90	300	91	108	574	68	28	396	156	
Project Trip Components													
Condominium Trips	0	41	19	10	3	0	0	22	0	0	5	0	100
Senior Housing Trips	0	3	2	1	0	0	0	2	0	0	0	0	8
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Unit Trips	0	1	1	2	0	0	0	3	0	0	0	0	7
Existing Light Industrial Trips	0	1	0	1	0	0	0	2	0	0	0	0	4
Net Project Trips	0	44	22	12	3	0	0	25	0	0	5	0	111
Project Conditions	216	821	276	102	303	91	108	599	68	28	401	156	3169
TRAFFIX check	216	822	274	101	303	91	108	599	68	28	402	156	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	216	777	254	90	300	91	108	574	68	28	396	156	3058
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 6
Traffix Node Number: 3519
Intersection Name: North First Street & Taylor Street (P)
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 12/06/05
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	110	459	232	43	414	9	22	274	97	140	680	113	2593
Approved Project Trips													
CSJ ATI	31	110	52	12	65	0	2	35	9	10	71	13	410
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	31	110	52	12	65	0	2	35	9	10	71	13	410
Background Conditions	141	569	284	55	479	9	24	309	106	150	751	126	3003
Background + NSJ Vacancy	141	569	284	55	479	9	24	309	106	150	751	126	
Project Trip Components													
Condominium Trips	0	19	22	12	44	0	0	10	0	0	83	0	190
Senior Housing Trips	0	2	2	1	5	0	0	1	0	0	7	0	18
Retail Trips	0	0	0	0	2	0	0	0	0	0	2	0	4
Community Center Trips	0	0	0	0	2	0	0	0	0	0	1	0	3
Live/Work Unit Trips	0	1	1	2	6	0	0	2	0	0	3	0	15
Existing Light Industrial Trips	0	0	1	1	4	0	0	1	0	0	2	0	9
Net Project Trips	0	22	24	14	55	0	0	12	0	0	94	0	221
Project Conditions	141	591	308	69	534	9	24	321	106	150	845	126	3224
TRAFFIX check	141	589	308	69	534	9	24	320	106	150	845	126	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	141	569	284	55	479	9	24	309	106	150	751	126	3003
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 7
Traffix Node Number: 3498
Intersection Name: North First Street & Jackson St
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 05/11/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	365	174	128	0	34	31	266	6	0	0	0	1004
Approved Project Trips													
CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	365	174	128	0	34	31	266	6	0	0	0	1004
Background + NSJ Vacancy	0	365	174	128	0	34	31	266	6	0	0	0	
Project Trip Components													
Condominium Trips	0	0	19	10	0	0	0	0	0	0	0	0	29
Senior Housing Trips	0	0	2	1	0	0	0	0	0	0	0	0	3
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Unit Trips	0	0	1	2	0	0	0	0	0	0	0	0	3
Existing Light Industrial Trips	0	0	0	1	0	0	0	0	0	0	0	0	1
Net Project Trips	0	0	22	12	0	0	0	0	0	0	0	0	34
Project Conditions	0	365	196	140	0	34	31	266	6	0	0	0	1038
TRAFFIX check	0	365	194	139	0	34	31	266	6	0	0	0	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	0	365	174	128	0	34	31	266	6	0	0	0	1004
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 8
Traffix Node Number: 3534
Intersection Name: Fourth Street & Hedding Street (P)
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 06/13/07
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	44	429	163	42	426	84	41	133	36	79	688	12	2177
Approved Project Trips													
CSJ ATI	17	151	26	5	37	9	9	35	8	14	74	3	388
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	17	151	26	5	37	9	9	35	8	14	74	3	388
Background Conditions	61	580	189	47	463	93	50	168	44	93	762	15	2565
Background + NSJ Vacancy	61	580	189	47	463	93	50	168	44	93	762	15	
Project Trip Components													
Condominium Trips	0	3	0	0	13	0	0	1	0	0	24	0	41
Senior Housing Trips	0	0	0	0	1	0	0	0	0	0	2	0	3
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	1	0	0	1	0	0	0	0	2
Live/Work Unit Trips	0	0	0	0	2	0	0	0	0	0	1	0	3
Existing Light Industrial Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Net Project Trips	0	3	0	0	16	0	0	2	0	0	26	0	47
Project Conditions	61	583	189	47	479	93	50	170	44	93	788	15	2612
TRAFFIX check	61	584	189	47	478	93	50	171	44	93	789	15	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	61	580	189	47	463	93	50	168	44	93	762	15	2565
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 9
Traffix Node Number: 3544
Intersection Name: Fourth Street & Taylor Street
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 06/13/07
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	54	420	113	41	386	43	17	75	35	59	637	93	1973
Approved Project Trips													
CSJ ATI	5	99	16	6	44	4	0	0	5	9	59	7	254
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	5	99	16	6	44	4	0	0	5	9	59	7	254
Background Conditions	59	519	129	47	430	47	17	75	40	68	696	100	2227
Background + NSJ Vacancy	59	519	129	47	430	47	17	75	40	68	696	100	
Project Trip Components													
Condominium Trips	0	1	1	1	56	0	0	1	0	0	106	0	166
Senior Housing Trips	0	0	0	0	6	0	0	0	0	0	9	0	15
Retail Trips	0	0	1	1	2	0	0	0	0	0	2	0	6
Community Center Trips	0	0	1	1	3	0	0	1	0	0	1	0	7
Live/Work Unit Trips	0	0	0	0	8	0	0	0	0	0	3	0	11
Existing Light Industrial Trips	0	0	0	0	6	0	0	0	0	0	3	0	9
Net Project Trips	0	1	3	3	69	0	0	2	0	0	118	0	196
Project Conditions	59	520	132	50	499	47	17	77	40	68	814	100	2423
TRAFFIX check	59	521	132	50	500	48	17	77	40	68	815	100	
Cumulative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	59	519	129	47	430	47	17	75	40	68	696	100	2227
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 10
Traffix Node Number: 3535
Intersection Name: Fourth Street & Jackson St (P)
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 05/11/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	28	551	43	34	43	28	4	39	5	48	142	37	1002
Approved Project Trips													
CSJ ATI	42	205	9	3	6	3	6	13	4	3	13	6	313
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	42	205	9	3	6	3	6	13	4	3	13	6	313
Background Conditions	70	756	52	37	49	31	10	52	9	51	155	43	1315
Background + NSJ Vacancy	70	756	52	37	49	31	10	52	9	51	155	43	
Project Trip Components													
Condominium Trips	0	0	1	1	10	0	0	0	0	0	19	0	31
Senior Housing Trips	0	0	0	0	1	0	0	0	0	0	2	0	3
Retail Trips	0	0	1	1	1	0	0	0	0	0	1	0	4
Community Center Trips	0	0	0	1	1	0	0	0	0	0	0	0	2
Live/Work Unit Trips	0	0	0	0	2	0	0	0	0	0	1	0	3
Existing Light Industrial Trips	0	0	0	0	1	0	0	0	0	0	0	0	1
Net Project Trips	0	0	2	3	14	0	0	0	0	0	23	0	42
Project Conditions	70	756	54	40	63	31	10	52	9	51	178	43	1357
TRAFFIX check	70	756	54	39	62	31	10	52	9	51	176	43	
Cumulative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	70	756	52	37	49	31	10	52	9	51	155	43	1315
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 11
Traffix Node Number: 3580
Intersection Name: Seventh Street & Hedding Street
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 11/15/05
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	25	53	56	32	517	47	33	33	22	73	740	10	1641
Approved Project Trips													
CSJ ATI	5	5	14	0	11	6	5	0	8	9	10	0	73
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	5	5	14	0	11	6	5	0	8	9	10	0	73
Background Conditions	30	58	70	32	528	53	38	33	30	82	750	10	1714
Background + NSJ Vacancy	30	58	70	34	556	56	38	33	30	88	809	11	
Project Trip Components													
Condominium Trips	0	7	0	0	0	18	12	3	13	24	0	0	77
Senior Housing Trips	0	0	0	0	2	0	0	0	0	0	2	0	4
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	0	0	1	1	0	0	0	0	2
Live/Work Unit Trips	0	0	0	0	0	1	2	0	0	0	0	0	3
Existing Light Industrial Trips	0	0	0	0	0	0	2	0	0	0	0	0	2
Net Project Trips	0	7	0	0	2	19	13	4	13	24	2	0	84
Project Conditions	30	65	70	34	558	75	51	37	43	112	811	11	1897
TRAFFIX check	30	65	70	34	558	75	51	38	43	112	811	11	
Cumulative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	30	58	70	34	556	56	38	33	30	88	809	11	1813
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 12
Traffix Node Number: 3909
Intersection Name: Seventh Street & Taylor Street
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 06/12/07
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	33	88	61	27	403	17	20	49	9	23	650	39	1419
Approved Project Trips													
CSJ ATI	2	22	4	2	44	2	1	13	5	6	20	0	121
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	2	22	4	2	44	2	1	13	5	6	20	0	121
Background Conditions	35	110	65	29	447	19	21	62	14	29	670	39	1540
Background + NSJ Vacancy	35	110	65	29	447	19	21	62	14	29	670	39	
Project Trip Components													
Condominium Trips	0	49	0	0	0	34	17	28	56	107	0	0	291
Senior Housing Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Retail Trips	0	1	0	0	0	3	3	1	0	0	0	0	8
Community Center Trips	0	1	0	0	0	2	4	2	0	0	0	0	9
Live/Work Unit Trips	0	1	0	0	0	1	2	3	1	2	0	0	10
Existing Light Industrial Trips	0	1	0	0	0	1	1	2	0	0	0	0	5
Net Project Trips	0	51	0	0	1	39	25	32	57	109	1	0	315
Project Conditions	35	161	65	29	448	58	46	94	71	138	671	39	1855
TRAFFIX check	35	161	65	29	448	59	46	94	72	138	671	39	
Cumulative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	35	110	65	29	447	19	21	62	14	29	670	39	1540
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 13
Traffix Node Number: 3581
Intersection Name: Tenth Street & Hedding Street (P)
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 11/15/05
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	108	788	154	188	485	226	0	0	0	130	713	51	2843
Approved Project Trips													
CSJ ATI	45	102	14	36	72	42	3	11	0	31	75	3	434
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	45	102	14	36	72	42	3	11	0	31	75	3	434
Background Conditions	153	890	168	224	557	268	3	11	0	161	788	54	3277
Background + NSJ Vacancy	123	629	679	362	587	142	53	189	11	149	1016	61	
Project Trip Components													
Condominium Trips	0	12	0	0	18	0	0	4	0	0	10	2	46
Senior Housing Trips	0	1	0	0	2	0	0	1	0	0	1	0	5
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	0	0	0	0	0	0	1	0	1
Live/Work Unit Trips	0	0	0	0	1	0	0	0	0	0	1	1	3
Existing Light Industrial Trips	0	0	0	0	0	0	0	0	0	0	1	1	2
Net Project Trips	0	13	0	0	21	0	0	5	0	0	12	2	53
Project Conditions	123	642	679	362	608	142	53	194	11	149	1028	63	4054
TRAFFIX check	123	642	679	362	608	142	53	194	11	149	1028	64	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	123	629	679	362	587	142	53	189	11	149	1016	61	4001
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 14
Traffix Node Number: 3822
Intersection Name: Tenth Street & Taylor Street (P)
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 06/12/07
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	66	1026	81	0	351	65	0	0	0	90	574	0	2255
Approved Project Trips													
CSJ ATI	3	149	4	0	53	11	2	9	1	8	68	1	309
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	3	149	4	0	53	11	2	9	1	8	68	1	309
Background Conditions	69	1177	85	0	404	76	2	9	1	98	642	1	2564
Background + NSJ Vacancy	69	1177	85	0	404	76	2	9	1	98	642	1	
Project Trip Components													
Condominium Trips	6	6	0	0	28	0	0	2	0	0	15	2	59
Senior Housing Trips	1	0	0	0	1	0	0	0	0	0	1	0	3
Retail Trips	0	0	0	0	3	0	0	0	0	0	3	0	6
Community Center Trips	0	0	0	0	2	0	0	0	0	0	4	0	6
Live/Work Unit Trips	0	0	0	0	1	0	0	0	0	0	2	0	3
Existing Light Industrial Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Net Project Trips	7	6	0	0	34	0	0	2	0	0	24	2	75
Project Conditions	76	1183	85	0	438	76	2	11	1	98	666	3	2639
TRAFFIX check	76	1183	85	0	438	76	2	11	1	98	665	3	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	69	1177	85	0	404	76	2	9	1	98	642	1	2564
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 15
Traffix Node Number: 3862
Intersection Name: Tenth Street & Jackson St
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 05/16/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	22	1167	41	0	54	42	0	0	0	73	61	0	1460
Approved Project Trips													
CSJ ATI	1	117	2	0	0	0	0	0	0	0	0	0	120
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	1	117	2	0	0	0	0	0	0	0	0	0	120
Background Conditions	23	1284	43	0	54	42	0	0	0	73	61	0	1580
Background + NSJ Vacancy	23	1284	43	0	54	42	0	0	0	73	61	0	
Project Trip Components													
Condominium Trips	6	0	0	0	21	0	0	0	0	8	3	2	40
Senior Housing Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail Trips	0	0	0	0	2	0	0	0	0	0	2	0	4
Community Center Trips	0	0	0	0	1	0	0	0	0	0	2	0	3
Live/Work Unit Trips	0	0	0	0	1	0	0	0	0	1	0	0	2
Existing Light Industrial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	6	0	0	0	25	0	0	0	0	9	7	2	49
Project Conditions	29	1284	43	0	79	42	0	0	0	82	68	2	1629
TRAFFIX check	30	1284	43	0	78	42	0	0	0	81	69	2	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	23	1284	43	0	54	42	0	0	0	73	61	0	1580
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 16
Traffix Node Number: 3469
Intersection Name: Eleventh Street & Hedding Street
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 11/15/05
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	0	658	0	144	0	221	0	848	0	1871
Approved Project Trips													
CSJ ATI	0	0	0	0	111	6	14	0	12	43	80	0	266
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	111	6	14	0	12	43	80	0	266
Background Conditions	0	0	0	0	769	6	158	0	233	43	928	0	2137
Background + NSJ Vacancy	0	0	0	0	775	97	139	0	116	623	1007	0	
Project Trip Components													
Condominium Trips	0	0	0	0	18	1	1	0	0	0	10	0	30
Senior Housing Trips	0	0	0	0	2	0	0	0	0	0	1	0	3
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	0	0	0	0	0	0	1	0	1
Live/Work Unit Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Existing Light Industrial Trips	0	0	0	0	0	0	0	0	0	0	1	0	1
Net Project Trips	0	0	0	0	21	1	1	0	0	0	12	0	35
Project Conditions	0	0	0	0	796	98	140	0	116	623	1019	0	2792
TRAFFIX check	0	0	0	0	796	98	140	0	116	623	1019	0	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	0	0	0	0	775	97	139	0	116	623	1007	0	2757
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 17
Traffix Node Number: 3467
Intersection Name: Eleventh Street & Taylor Street (P)
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 06/12/07
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	26	396	0	83	206	37	0	625	50	1423
Approved Project Trips													
CSJ ATI	4	53	2	1	83	4	4	21	13	3	93	2	283
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	4	53	2	1	83	4	4	21	13	3	93	2	283
Background Conditions	4	53	2	27	479	4	87	227	50	3	718	52	1706
Background + NSJ Vacancy	4	53	2	27	479	4	87	227	50	3	718	52	
Project Trip Components													
Condominium Trips	1	0	0	0	27	0	0	0	0	0	14	1	43
Senior Housing Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Retail Trips	0	0	0	0	3	0	0	0	0	0	3	0	6
Community Center Trips	0	0	0	0	2	0	0	0	0	0	4	0	6
Live/Work Unit Trips	0	0	0	0	1	0	0	0	0	0	2	0	3
Existing Light Industrial Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Net Project Trips	1	0	0	0	33	0	0	0	0	0	23	1	58
Project Conditions	5	53	2	27	512	4	87	227	50	3	741	53	1764
TRAFFIX check	5	53	2	27	512	4	87	227	50	3	740	53	
Cumulative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	4	53	2	27	479	4	87	227	50	3	718	52	1706
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 18
Traffix Node Number: 3470
Intersection Name: Eleventh Street & Jackson St
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 05/16/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	22	79	0	26	346	29	0	87	25	614
Approved Project Trips													
CSJ ATI	2	131	3	2	10	4	3	57	3	5	24	2	246
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	2	131	3	2	10	4	3	57	3	5	24	2	246
Background Conditions	2	131	3	24	89	4	29	403	32	5	111	27	860
Background + NSJ Vacancy	2	131	3	24	89	4	29	403	32	5	111	27	
Project Trip Components													
Condominium Trips	0	0	0	0	6	0	0	0	16	0	3	0	25
Senior Housing Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail Trips	0	0	0	0	2	0	0	0	0	0	2	0	4
Community Center Trips	0	0	0	0	1	0	0	0	0	0	2	0	3
Live/Work Unit Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Light Industrial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	9	0	0	0	16	0	7	0	32
Project Conditions	2	131	3	24	98	4	29	403	48	5	118	27	892
TRAFFIX check	2	131	3	24	98	4	29	403	48	5	118	28	
Cumulative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	2	131	3	24	89	4	29	403	32	5	111	27	860
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 19
Traffix Node Number: 3021
Intersection Name: Oakland Road & US 101 NB Ramps
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 10/10/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	615	1247	0	372	3	250	0	772	288	0	0	0	3547
Approved Project Trips													
CSJ ATI	116	319	0	49	0	29	0	111	49	0	0	0	673
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	116	319	0	49	0	29	0	111	49	0	0	0	673
Background Conditions	731	1566	0	421	3	279	0	883	337	0	0	0	4220
Background + NSJ Vacancy	774	1654	0	425	3	282	0	907	346	0	0	0	
Project Trip Components													
Condominium Trips	0	10	0	0	0	7	0	5	0	0	0	0	22
Senior Housing Trips	0	1	0	0	0	0	0	1	0	0	0	0	2
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Unit Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Light Industrial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	11	0	0	0	7	0	6	0	0	0	0	24
Project Conditions	774	1665	0	425	3	289	0	913	346	0	0	0	4415
TRAFFIX check	774	1665	0	425	3	289	0	913	346	0	0	0	
Cumulative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	774	1654	0	425	3	282	0	907	346	0	0	0	4391
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 20
Traffix Node Number: 3022
Intersection Name: Oakland Road & US 101 SB Ramps
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 11/01/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	760	813	0	0	0	404	479	0	613	6	584	3679
Approved Project Trips													
CSJ ATI	0	216	219	0	0	0	67	120	0	135	7	97	861
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	216	219	0	0	0	67	120	0	135	7	97	861
Background Conditions	0	996	1032	0	0	0	471	599	0	748	13	681	4540
Background + NSJ Vacancy	0	1048	1086	0	0	0	485	615	0	776	13	707	
Project Trip Components													
Condominium Trips	0	17	0	0	0	0	3	5	0	0	0	0	25
Senior Housing Trips	0	1	0	0	0	0	0	1	0	0	0	0	2
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Unit Trips	0	0	0	0	0	0	1	0	0	0	0	0	1
Existing Light Industrial Trips	0	0	0	0	0	0	1	0	0	0	0	0	1
Net Project Trips	0	18	0	0	0	0	3	6	0	0	0	0	27
Project Conditions	0	1066	1086	0	0	0	488	621	0	776	13	707	4757
TRAFFIX check	0	1066	1086	0	0	0	489	621	0	776	13	707	
Cumulative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	0	1048	1086	0	0	0	485	615	0	776	13	707	4730
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 21
Traffix Node Number: 3576
Intersection Name: Thirteenth Street & Hedding Street
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 10/25/05
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Total
Existing Conditions	291	602	250	76	337	59	44	317	61	65	663	244	3009
Approved Project Trips													
CSJ ATI	47	110	40	10	50	14	7	51	2	3	45	39	418
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	47	110	40	10	50	14	7	51	2	3	45	39	418
Background Conditions	338	712	290	86	387	73	51	368	63	68	708	283	3427
Background + NSJ Vacancy	338	712	290	86	387	73	51	368	63	68	708	283	
Project Trip Components													
Condominium Trips	3	14	0	0	17	1	0	7	0	0	9	2	53
Senior Housing Trips	0	1	0	0	2	0	0	0	0	0	1	0	4
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center Trips	0	0	0	0	0	0	0	1	0	0	0	1	2
Live/Work Unit Trips	0	0	0	0	1	0	0	1	0	0	1	0	3
Existing Light Industrial Trips	0	0	0	0	0	0	0	1	0	0	1	0	2
Net Project Trips	3	15	0	0	20	1	0	8	0	0	10	3	60
Project Conditions	341	727	290	86	407	74	51	376	63	68	718	286	3487
TRAFFIX check	342	727	290	86	405	74	51	377	63	68	718	286	
Cumulative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	338	712	290	86	387	73	51	368	63	68	708	283	3427
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 22
Traffix Node Number: 3823
Intersection Name: Thirteenth Street & Taylor Street
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 11/09/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Total
Existing Conditions	107	350	108	33	304	7	29	197	13	30	598	71	1847
Approved Project Trips													
CSJ ATI	24	36	15	1	14	0	1	13	1	0	20	17	142
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	24	36	15	1	14	0	1	13	1	0	20	17	142
Background Conditions	131	386	123	34	318	7	30	210	14	30	618	88	1989
Background + NSJ Vacancy	131	386	123	34	318	7	30	210	14	30	618	88	
Project Trip Components													
Condominium Trips	9	6	0	0	18	0	0	3	0	0	10	5	51
Senior Housing Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Retail Trips	1	0	0	0	1	0	0	0	0	0	1	1	4
Community Center Trips	1	0	0	0	1	0	0	1	0	0	2	2	7
Live/Work Unit Trips	0	0	0	0	1	0	0	0	0	0	1	1	3
Existing Light Industrial Trips	0	0	0	0	0	0	0	0	0	0	1	0	1
Net Project Trips	11	6	0	0	21	0	0	4	0	0	13	9	64
Project Conditions	142	392	123	34	339	7	30	214	14	30	631	97	2053
TRAFFIX check	142	393	123	34	339	7	30	214	14	30	631	96	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	131	386	123	34	318	7	30	210	14	30	618	88	1989
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Number: 23
Traffix Node Number: 5001
Intersection Name: Sixth Street & Taylor Street (unsig)
Peak Hour: PM — Date of Analysis: 10/23/07
Count Date: 05/11/06
Scenario: 600 Condos + 85 Senior Units + 15 KSF Retail + 10 KSF Comm Center + 24 Live/Work Units
(SJ) Growth Factor: 0.003 — Future Growth % Per Year: 0.020
(SJ) Number of Months: 0.0 — Number of Years to Buildout:

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Total
Existing Conditions	12	25	5	6	403	16	19	23	9	37	697	26	1278
Approved Project Trips													
CSJ ATI (Interpolated)	0	0	0	0	30	2	0	0	0	0	5	0	37
Other Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	30	2	0	0	0	0	5	0	37
Background Conditions	12	25	5	6	433	18	19	23	9	37	702	26	1315
Background + NSJ Vacancy	12	25	5	6	433	18	19	23	9	37	702	26	
Project Trip Components													
Condominium Trips	0	0	0	0	56	0	0	0	0	0	107	0	163
Senior Housing Trips	0	4	0	0	0	1	1	3	6	9	0	0	24
Retail Trips	0	2	0	0	0	0	0	2	3	3	0	0	10
Community Center Trips	0	1	0	0	0	0	0	2	5	2	0	0	10
Live/Work Unit Trips	0	0	0	0	1	0	0	2	7	2	2	0	14
Existing Light Industrial Trips	0	1	0	0	0	0	0	1	6	3	0	0	11
Net Project Trips	0	6	0	0	57	1	1	8	15	13	109	0	210
Project Conditions	12	31	5	6	490	19	20	31	24	50	811	26	1525
TRAFFIX check	12	32	5	6	491	19	20	31	25	51	811	26	
Cumlative Trips													
Cum Project 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Cum Project 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	12	25	5	6	433	18	19	23	9	37	702	26	1315
TRAFFIX check	0	0	0	0	0	0	0	0	0	0	0	0	

Appendix D

Intersection Level of Service Calculations

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection		Existing AM				Background AM				Project AM						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#3021	Oakland Rd and US 101 North Ramps *	E	61.8	1.074	98.4	F	139.0	1.429	242.7	F	138.6	1.429	+ 0.000	242.7	+ 0.0	?	xx.x	x.xxx	xx.x
#3022	Oakland Rd and US 101 South Ramps *	C	22.4	0.503	26.6	C	23.8	0.611	28.1	C	23.7	0.615	+ 0.003	28.0	- 0.0	?	xx.x	x.xxx	xx.x
#3054	First St and I-880 North Ramps *	B	19.5	0.582	21.8	C	27.4	0.914	35.5	C	27.9	0.921	+ 0.007	36.3	+ 0.8	?	xx.x	x.xxx	xx.x
#3055	First St and I-880 South Ramps *	B	19.6	0.491	22.4	C	23.2	0.660	26.4	C	23.4	0.678	+ 0.018	26.8	+ 0.3	?	xx.x	x.xxx	xx.x
#3467	Eleventh St and Taylor St (P)	B	14.6	0.628	15.8	C	29.0	0.856	26.2	C	31.1	0.874	+ 0.018	28.6	+ 2.5	?	xx.x	x.xxx	xx.x
#3469	Eleventh St and Hedding St	C	21.4	0.640	22.6	C	25.8	0.780	26.9	C	25.8	0.782	+ 0.003	26.9	+ 0.1	?	xx.x	x.xxx	xx.x
#3470	Eleventh St and Jackson St	A	7.1	0.290	6.0	B	17.6	0.832	16.9	B	18.2	0.841	+ 0.009	17.6	+ 0.7	?	xx.x	x.xxx	xx.x
#3496	First St and Hedding St	C	34.9	0.473	34.2	D	35.4	0.559	35.3	D	35.6	0.584	+ 0.025	35.8	+ 0.5	?	xx.x	x.xxx	xx.x
#3498	First St and Jackson St	C	23.8	0.434	25.4	C	23.8	0.434	25.4	C	23.8	0.440	+ 0.005	25.5	+ 0.2	?	xx.x	x.xxx	xx.x
#3519	First St and Taylor St (P)	D	48.5	0.653	52.9	D	51.9	0.745	57.6	D	54.0	0.796	+ 0.051	60.5	+ 2.8	?	xx.x	x.xxx	xx.x
#3534	Fourth St and Hedding St (P)	C	32.7	0.425	29.7	C	34.7	0.480	32.4	C	34.5	0.488	+ 0.008	32.4	- 0.0	?	xx.x	x.xxx	xx.x
#3535	Fourth St and Jackson St (P)	C	32.2	0.301	32.2	C	25.4	0.349	25.7	C	25.9	0.362	+ 0.013	26.4	+ 0.8	?	xx.x	x.xxx	xx.x
#3544	Fourth St and Taylor St	C	32.2	0.525	33.7	C	32.3	0.578	35.5	C	31.8	0.643	+ 0.065	34.9	- 0.6	?	xx.x	x.xxx	xx.x
#3576	13th St and Hedding St	D	46.9	0.687	47.0	D	45.3	0.670	45.1	D	45.4	0.677	+ 0.008	45.5	+ 0.3	?	xx.x	x.xxx	xx.x
#3580	Seventh St and Hedding St	B	11.7	0.452	11.9	B	13.4	0.500	14.1	B	14.6	0.522	+ 0.021	15.3	+ 1.3	?	xx.x	x.xxx	xx.x
#3581	Tenth St and Hedding St (P)	B	13.8	0.543	16.6	E	60.3	1.028	71.8	E	61.9	1.036	+ 0.008	74.2	+ 2.4	?	xx.x	x.xxx	xx.x
#3776	San Pedro St and Taylor St	C	31.7	0.486	39.7	C	31.8	0.506	40.0	C	31.8	0.531	+ 0.025	39.9	- 0.1	?	xx.x	x.xxx	xx.x
#3822	Tenth St and Taylor St (P)	A	7.5	0.409	9.9	B	13.9	0.520	15.6	B	14.2	0.415	- 0.105	8.0	- 7.6	?	xx.x	x.xxx	xx.x
#3823	13th St and Taylor St	B	13.4	0.658	14.8	B	14.2	0.695	16.2	B	14.3	0.704	+ 0.010	16.5	+ 0.3	?	xx.x	x.xxx	xx.x
#3862	Tenth St and Jackson St	B	10.3	0.173	10.1	B	10.1	0.390	8.7	B	10.7	0.401	+ 0.011	9.1	+ 0.4	?	xx.x	x.xxx	xx.x
#3909	Seventh St and Taylor St	A	8.0	0.452	8.7	A	8.5	0.495	9.5	B	11.4	0.595	+ 0.100	13.2	+ 3.7	?	xx.x	x.xxx	xx.x
#4038	SR 87 and Taylor St *	C	24.2	0.660	32.4	C	27.7	0.830	39.0	C	28.3	0.846	+ 0.016	40.3	+ 1.4	?	xx.x	x.xxx	xx.x

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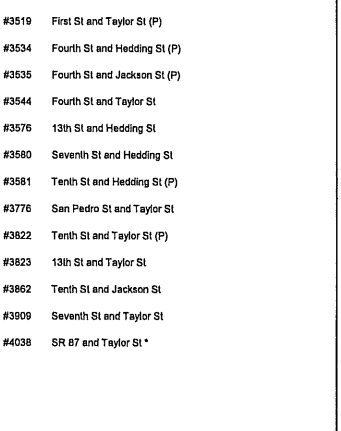
Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3021: Oakland Rd and US 101 North Ramps *




```
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:        L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
----------------|----------------|----------------|----------------|----------------|
Min. Green:      7  10   0   0   0  10  10   0   0   0   0   0   0  10  10  10
----------------|----------------|----------------|----------------|----------------|
Volume Module: >> Count Date: 9 Nov 2006 << 7:30-8:30AM
Base Vol:      719 738   0   0 583 659   0   0   0   0 114   0 355
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  719 738   0   0 583 659   0   0   0   0 114   0 355
Added Vol:      0   0   0   0   0   0   0   0   0   0   0   0   0
PasserByVol:    0   0   0   0   0   0   0   0   0   0   0   0   0
Initial Fut:  719 738   0   0 583 659   0   0   0   0 114   0 355
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   719 738   0   0 583 659   0   0   0   0 114   0 355
Reduct Vol:     0   0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:  719 738   0   0 583 659   0   0   0   0 114   0 355
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   719 738   0   0 583 659   0   0   0   0 114   0 355
----------------|----------------|----------------|----------------|----------------|
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 1.00 0.92 1.00 0.92 0.95 0.95 0.92
Lanes:        1.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.:   1750 3800    0    0 3800 1750    0    0    0 1800    0 1750
----------------|----------------|----------------|----------------|----------------|
Capacity Analysis Module:
Vol/Sat:      0.41 0.19 0.00 0.00 0.15 0.38 0.00 0.00 0.00 0.06 0.00 0.20
Crit Moves:   **** ****                ****                                ****
Green Time:   44.0 84.3  0.0  0.0 40.3 40.3  0.0  0.0  0.0 21.7  0.0 21.7
Volume/Cap:    1.07 0.26 0.00 0.00 0.44 1.07 0.00 0.00 0.00 0.34 0.00 1.07
Delay/Veh:     92.0  5.1  0.0  0.0 28.9 95.3  0.0  0.0  0.0 41.0  0.0 117.4
User DelAdj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:    92.0  5.1  0.0  0.0 28.9 95.3  0.0  0.0  0.0 41.0  0.0 117.4
LOS by Move:     F    A    A    A    C    F    A    A    A    D    A    F
HCM2kAvgQ:      39    4    0    0    8   36    0    0    0    4    0   21
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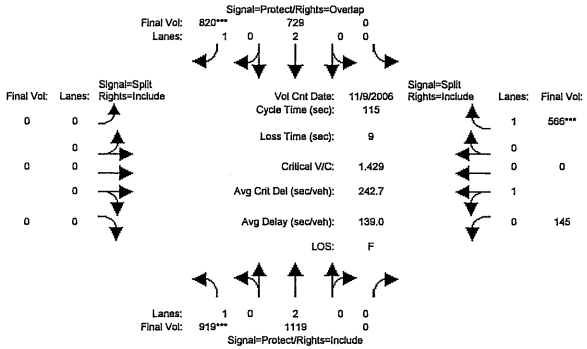
Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3021: Oakland Rd and US 101 North Ramps *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Volume Module: >> Count Date: 9 Nov 2006 << 7:30-8:30AM												
Base Vol:	719	738	0	0	583	659	0	0	0	114	0	355
Growth Adj:	1.07	1.07	1.07	1.03	1.03	1.03	1.00	1.00	1.00	1.11	1.11	1.11
Initial Bse:	773	793	0	0	602	681	0	0	0	127	0	394
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	146	326	0	0	127	139	0	0	0	18	0	172
Initial Fut:	919	1119	0	0	729	820	0	0	0	145	0	566
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	919	1119	0	0	729	820	0	0	0	145	0	566
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	919	1119	0	0	729	820	0	0	0	145	0	566
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	919	1119	0	0	729	820	0	0	0	145	0	566
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.53	0.29	0.00	0.00	0.19	0.47	0.00	0.00	0.00	0.08	0.00	0.32
Crit Moves:	****					****						****
Green Time:	42.3	80.0	0.0	0.0	37.7	37.7	0.0	0.0	0.0	26.0	0.0	26.0
Volume/Cap:	1.43	0.42	0.00	0.00	0.59	1.43	0.00	0.00	0.00	0.35	0.00	1.43
Delay/Veh:	238.3	7.7	0.0	0.0	32.9	241.6	0.0	0.0	0.0	37.9	0.0	251.6
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:	238.3	7.7	0.0	0.0	32.9	241.6	0.0	0.0	0.0	37.9	0.0	251.6
LOS by Move:	F	A	A	A	C	F	A	A	A	D	A	F
HCM2kAvgQ:	72	8	0	0	11	65	0	0	0	5	0	46

Japantown Corporation Yard Residential Mixed-Use Project
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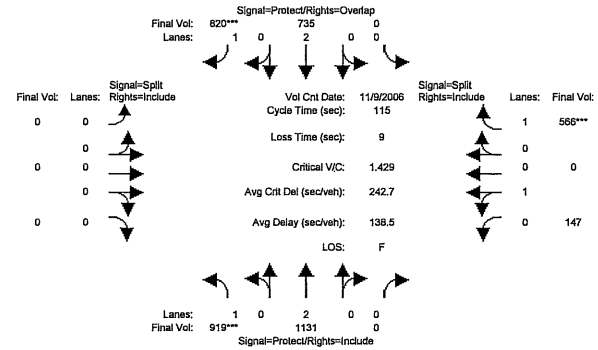
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3021: Oakland Rd and US 101 North Ramps *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Volume Module: >> Count Date: 9 Nov 2006 << 7:30-8:30AM												
Base Vol:	719	738	0	0	583	659	0	0	0	114	0	355
Growth Adj:	1.07	1.07	1.07	1.03	1.03	1.03	1.00	1.00	1.00	1.11	1.11	1.11
Initial Bse:	773	793	0	0	602	681	0	0	0	127	0	394
Added Vol:	0	12	0	0	6	0	0	0	0	2	0	0
ATI:	146	326	0	0	127	139	0	0	0	18	0	172
Initial Fut:	919	1131	0	0	735	820	0	0	0	147	0	566
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	919	1131	0	0	735	820	0	0	0	147	0	566
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	919	1131	0	0	735	820	0	0	0	147	0	566
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	919	1131	0	0	735	820	0	0	0	147	0	566
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.53	0.30	0.00	0.00	0.19	0.47	0.00	0.00	0.00	0.08	0.00	0.32
Crit Moves:	****					****						****
Green Time:	42.3	80.0	0.0	0.0	37.7	37.7	0.0	0.0	0.0	26.0	0.0	26.0
Volume/Cap:	1.43	0.43	0.00	0.00	0.59	1.43	0.00	0.00	0.00	0.36	0.00	1.43
Delay/Veh:	238.3	7.7	0.0	0.0	33.0	241.6	0.0	0.0	0.0	38.0	0.0	251.6
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:	238.3	7.7	0.0	0.0	33.0	241.6	0.0	0.0	0.0	38.0	0.0	251.6
LOS by Move:	F	A	A	A	C	F	A	A	A	D	A	F
HCM2kAvgQ:	72	9	0	0	11	65	0	0	0	5	0	46

Japantown Corporation Yard Residential Mixed-Use Project
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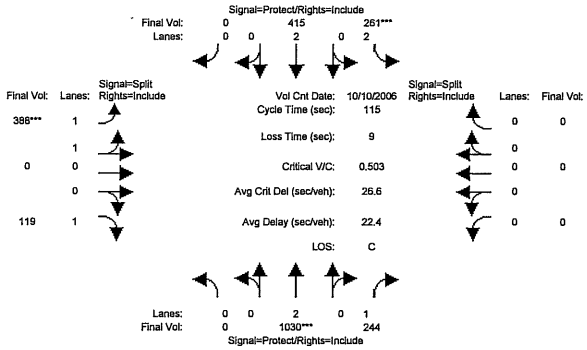
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3022: Oakland Rd and US 101 South Ramps *

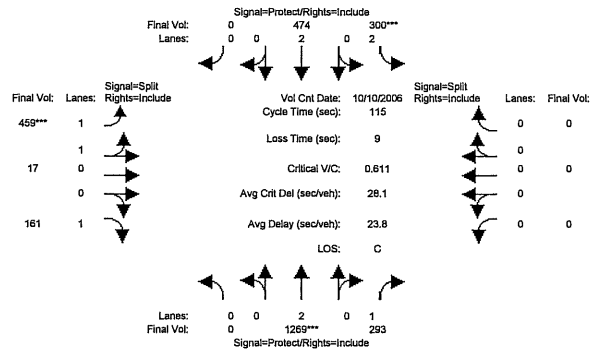


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Volume Module: >> Count Date: 10 Oct 2006 << 7:15-8:15AM												
Base Vol:	0	1030	244	261	415	0	388	0	119	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1030	244	261	415	0	388	0	119	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1030	244	261	415	0	388	0	119	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1030	244	261	415	0	388	0	119	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1030	244	261	415	0	388	0	119	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1030	244	261	415	0	388	0	119	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3550	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.14	0.08	0.11	0.00	0.11	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	62.0	62.0	19.0	81.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.26	0.50	0.16	0.00	0.50	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	0.0	16.9	14.3	44.5	5.7	0.0	40.1	0.0	38.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.9	14.3	44.5	5.7	0.0	40.1	0.0	38.3	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	11	5	6	2	0	7	0	4	0	0	0

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3022: Oakland Rd and US 101 South Ramps *

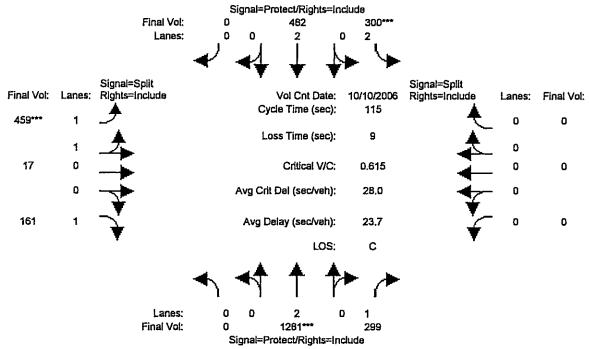


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Volume Module: >> Count Date: 10 Oct 2006 << 7:15-8:15AM												
Base Vol:	0	1030	244	261	415	0	388	0	119	0	0	0
Growth Adj:	1.07	1.07	1.07	1.03	1.03	1.03	1.05	1.05	1.05	1.00	1.00	1.00
Initial Bse:	0	1098	260	269	428	0	406	0	124	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	171	33	31	46	0	53	17	37	0	0	0
Initial Fut:	0	1269	293	300	474	0	459	17	161	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1269	293	300	474	0	459	17	161	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1269	293	300	474	0	459	17	161	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1269	293	300	474	0	459	17	161	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.93	0.07	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3423	127	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.17	0.10	0.12	0.00	0.13	0.13	0.09	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	62.9	62.9	17.9	80.8	0.0	25.2	25.2	25.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.61	0.31	0.61	0.18	0.00	0.61	0.61	0.42	0.00	0.00	0.00
Delay/Veh:	0.0	18.3	14.4	47.6	5.8	0.0	41.9	41.9	39.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.3	14.4	47.6	5.8	0.0	41.9	41.9	39.4	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	15	6	7	3	0	9	9	6	0	0	0

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3022: Oakland Rd and US 101 South Ramps *

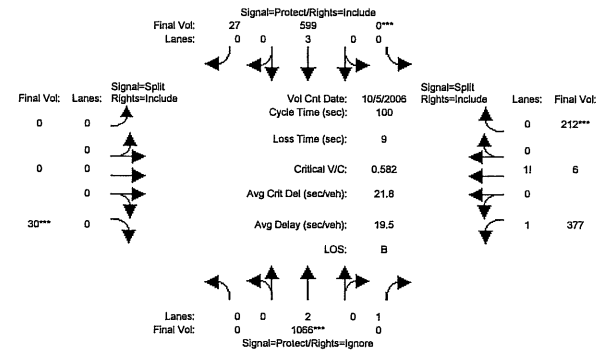


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Volume Module: >> Count Date: 10 Oct 2006 << 7:15-8:15AM												
Base Vol:	0	1030	244	261	415	0	388	0	119	0	0	0
Growth Adj:	1.07	1.07	1.07	1.03	1.03	1.03	1.05	1.05	1.05	1.00	1.00	1.00
Initial Bse:	0	1098	260	269	428	0	406	0	124	0	0	0
Added Vol:	0	12	6	0	8	0	0	0	0	0	0	0
ATI:	0	171	33	31	46	0	53	17	37	0	0	0
Initial Fut:	0	1281	299	300	482	0	459	17	161	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1281	299	300	482	0	459	17	161	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1281	299	300	482	0	459	17	161	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1281	299	300	482	0	459	17	161	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.93	0.07	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3423	127	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.17	0.10	0.13	0.00	0.13	0.13	0.09	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	63.1	63.1	17.8	80.9	0.0	25.1	25.1	25.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.61	0.31	0.61	0.18	0.00	0.61	0.61	0.42	0.00	0.00	0.00
Delay/Veh:	0.0	18.2	14.3	47.7	5.8	0.0	42.1	42.1	39.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.2	14.3	47.7	5.8	0.0	42.1	42.1	39.5	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	15	6	7	3	0	9	9	6	0	0	0

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3054: First St and I-880 North Ramps *

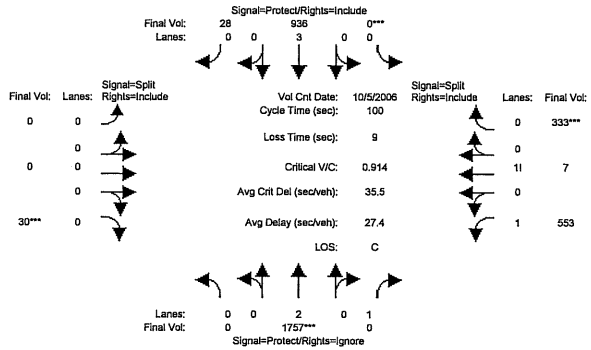


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	0	0	0	10	0	10
Volume Module: >> Count Date: 5 Oct 2006 <<												
Base Vol:	0	1066	127	0	599	27	0	0	30	377	6	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1066	127	0	599	27	0	0	30	377	6	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1066	127	0	599	27	0	0	30	377	6	212
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1066	0	0	599	27	0	0	30	377	6	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1066	0	0	599	27	0	0	30	377	6	212
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1066	0	0	599	27	0	0	30	377	6	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	2.87	0.13	0.00	0.00	1.00	1.47	0.01	0.52
Final Sat.:	0	3800	1750	0	5358	242	0	0	1750	2562	26	913
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.11	0.11	0.00	0.00	0.02	0.15	0.23	0.23
Crit Moves:		****		****					****			****
Green Time:	0.0	48.2	0.0	0.0	48.2	48.2	0.0	0.0	2.9	39.9	39.9	39.9
Volume/Cap:	0.00	0.58	0.00	0.00	0.23	0.23	0.00	0.00	0.58	0.37	0.58	0.58
Delay/Veh:	0.0	19.2	0.0	0.0	15.2	15.2	0.0	0.0	63.7	21.3	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.2	0.0	0.0	15.2	15.2	0.0	0.0	63.7	21.3	24.4	24.4
LOS by Move:	A	B	A	A	B	B	A	A	E	C	C	C
HCM2kAvgQ:	0	12	0	0	4	4	0	0	2	6	11	11

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3054: First St and I-880 North Ramps *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	0	0	0	0	10	0	10
Volume Module: >> Count Date: 5 Oct 2006 <<												
Base Vol:	0	1066	127	0	599	27	0	0	30	377	6	212
Growth Adj:	1.11	1.11	1.11	1.03	1.03	1.03	1.00	1.00	1.00	1.16	1.16	1.16
Initial Bse:	0	1183	141	0	617	28	0	0	30	437	7	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	574	18	0	319	0	0	0	0	116	0	87
Initial Fut:	0	1757	159	0	936	28	0	0	30	553	7	333
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1757	0	0	936	28	0	0	30	553	7	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1757	0	0	936	28	0	0	30	553	7	333
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1757	0	0	936	28	0	0	30	553	7	333
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	2.91	0.09	0.00	0.00	1.00	1.45	0.01	0.54
Final Sat.:	0	3800	1750	0	5438	162	0	0	1750	2535	20	945
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.17	0.17	0.00	0.00	0.02	0.22	0.35	0.35
Crit Moves:		****		****					****			****
Green Time:	0.0	50.6	0.0	0.0	50.6	50.6	0.0	0.0	1.9	38.5	38.5	38.5
Volume/Cap:	0.00	0.91	0.00	0.00	0.34	0.34	0.00	0.00	0.91	0.57	0.91	0.91
Delay/Veh:	0.0	30.0	0.0	0.0	14.8	14.8	0.0	0.0	170.5	24.6	41.9	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.0	0.0	0.0	14.8	14.8	0.0	0.0	170.5	24.6	41.9	41.9
LOS by Move:	A	C	A	A	B	B	A	A	F	C	D	D
HCM2kAvgQ:	0	29	0	0	6	6	0	0	3	10	24	24

Japantown Corporation Yard Residential Mixed-Use Project
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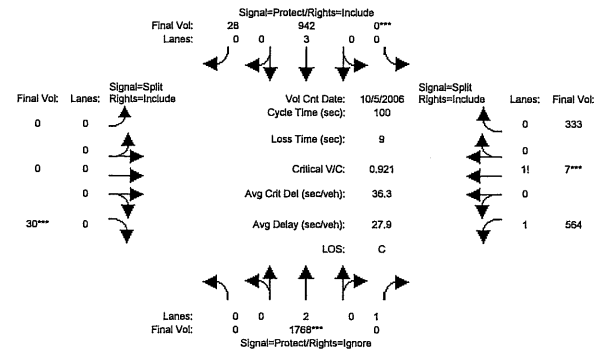
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3054: First St and I-880 North Ramps *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	0	0	0	0	10	0	10
Volume Module: >> Count Date: 5 Oct 2006 <<												
Base Vol:	0	1066	127	0	599	27	0	0	30	377	6	212
Growth Adj:	1.11	1.11	1.11	1.03	1.03	1.03	1.00	1.00	1.00	1.16	1.16	1.16
Initial Bse:	0	1183	141	0	617	28	0	0	30	437	7	246
Added Vol:	0	11	0	0	6	0	0	0	0	11	0	0
PasserByVol:	0	574	18	0	319	0	0	0	0	116	0	87
Initial Fut:	0	1768	159	0	942	28	0	0	30	564	7	333
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1768	0	0	942	28	0	0	30	564	7	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1768	0	0	942	28	0	0	30	564	7	333
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1768	0	0	942	28	0	0	30	564	7	333
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	2.91	0.09	0.00	0.00	1.00	1.45	0.01	0.54
Final Sat.:	0	3800	1750	0	5439	161	0	0	1750	2544	20	937
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.00	0.00	0.17	0.17	0.00	0.00	0.02	0.22	0.36	0.36
Crit Moves:		****		****					****		****	
Green Time:	0.0	50.5	0.0	0.0	50.5	50.5	0.0	0.0	1.9	38.6	38.6	38.6
Volume/Cap:	0.00	0.92	0.00	0.00	0.34	0.34	0.00	0.00	0.92	0.57	0.92	0.92
Delay/Veh:	0.0	30.7	0.0	0.0	14.9	14.9	0.0	0.0	173.7	24.7	42.7	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.7	0.0	0.0	14.9	14.9	0.0	0.0	173.7	24.7	42.7	42.7
LOS by Move:	A	C	A	A	B	B	A	A	F	C	D	D
HCM2kAvgQ:	0	30	0	0	6	6	0	0	3	11	24	24

Japantown Corporation Yard Residential Mixed-Use Project
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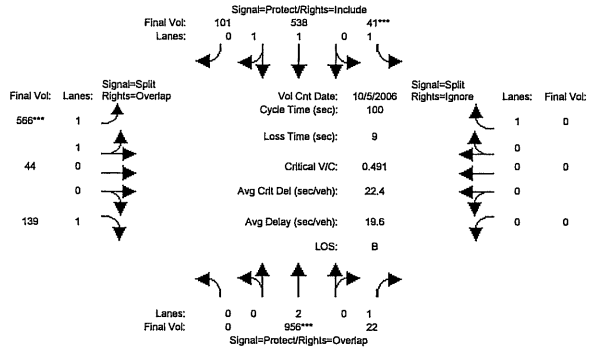
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3055: First St and I-880 South Ramps *

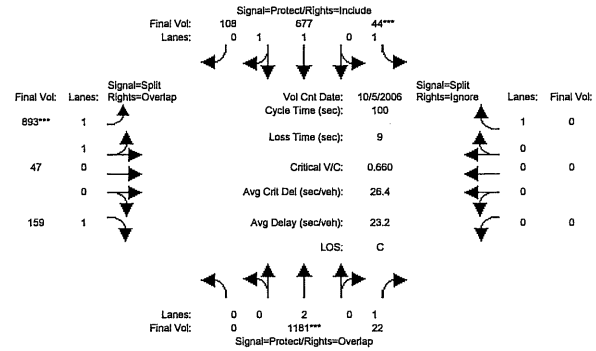


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	10
Volume Module: >> Count Date: 5 Oct 2006 <<												
Base Vol:	0	956	22	41	538	101	566	44	139	0	0	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	956	22	41	538	101	566	44	139	0	0	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	956	22	41	538	101	566	44	139	0	0	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	956	22	41	538	101	566	44	139	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	956	22	41	538	101	566	44	139	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	956	22	41	538	101	566	44	139	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.68	0.32	1.86	0.14	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3115	585	3294	256	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.01	0.02	0.17	0.17	0.17	0.17	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	49.9	49.9	7.0	56.9	56.9	34.1	34.1	34.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.03	0.33	0.30	0.30	0.50	0.50	0.23	0.00	0.00	0.00
Delay/Veh:	0.0	17.7	12.8	51.5	11.6	11.6	27.7	27.7	24.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.7	12.8	51.5	11.6	11.6	27.7	27.7	24.5	0.0	0.0	0.0
LOS by Move:	A	B	B	D	B	B	C	C	C	A	A	A
HCM2kAvgQ:	0	10	0	2	5	5	8	8	3	0	0	0

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3055: First St and I-880 South Ramps *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	10
Volume Module: >> Count Date: 5 Oct 2006 <<												
Base Vol:	0	956	22	41	538	101	566	44	139	0	0	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	956	22	41	538	101	566	44	139	0	0	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	225	0	3	139	7	327	3	20	0	0	13
Initial Fut:	0	1181	22	44	677	108	893	47	159	0	0	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1181	22	44	677	108	893	47	159	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1181	22	44	677	108	893	47	159	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1181	22	44	677	108	893	47	159	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.72	0.28	1.90	0.10	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3191	509	3372	177	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.01	0.03	0.21	0.21	0.26	0.26	0.09	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	45.4	45.4	7.0	52.4	52.4	38.6	38.6	38.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.03	0.36	0.41	0.41	0.69	0.69	0.24	0.00	0.00	0.00
Delay/Veh:	0.0	23.9	15.2	52.4	15.0	15.0	28.4	28.4	21.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.9	15.2	52.4	15.0	15.0	28.4	28.4	21.5	0.0	0.0	0.0
LOS by Move:	A	C	B	D	B	B	C	C	C	A	A	A
HCM2kAvgQ:	0	15	0	2	7	7	14	14	4	0	0	0

Japantown Corporation Yard Residential Mixed-Use Project
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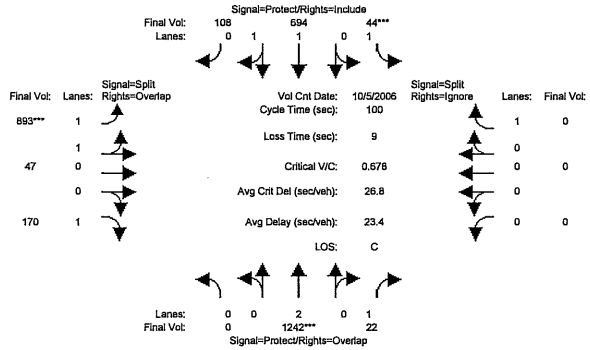
20 KSF Community Amenity Space, and 65 Affordable Senior Units

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

Intersection #3055: First St and I-880 South Ramps *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	10
Volume Module: >> Count Date: 5 Oct 2006 <<												
Base Vol:	0	956	22	41	538	101	566	44	139	0	0	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	956	22	41	538	101	566	44	139	0	0	139
Added Vol:	0	61	0	0	17	0	0	0	11	0	0	0
PasserByVol:	0	225	0	3	139	7	327	3	20	0	0	13
Initial Fut:	0	1242	22	44	694	108	893	47	170	0	0	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1242	22	44	694	108	893	47	170	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1242	22	44	694	108	893	47	170	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1242	22	44	694	108	893	47	170	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.72	0.28	1.90	0.10	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3201	498	3372	177	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.01	0.03	0.22	0.22	0.26	0.26	0.10	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	46.4	46.4	7.0	53.4	53.4	37.6	37.6	37.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.70	0.03	0.36	0.41	0.41	0.70	0.70	0.26	0.00	0.00	0.00
Delay/Veh:	0.0	23.7	14.6	52.4	14.5	14.5	29.6	29.6	22.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.7	14.6	52.4	14.5	14.5	29.6	29.6	22.5	0.0	0.0	0.0
LOS by Move:	A	C	B	D	B	B	C	C	C	A	A	A
HCM2kAvgQ:	0	16	0	2	7	7	14	14	4	0	0	0

Japantown Corporation Yard Residential Mixed-Use Project
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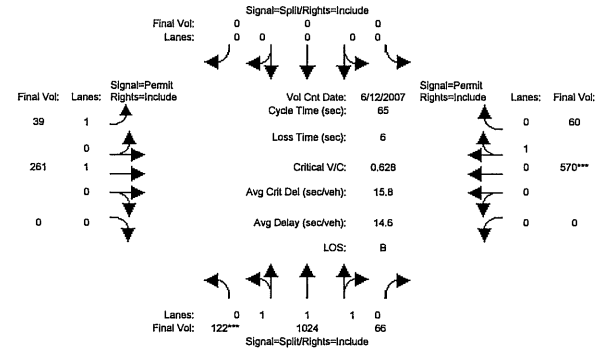
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3467: Eleventh St and Taylor St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Volume Module: >> Count Date: 12 Jun 2007 << 7:30-8:30AM												
Base Vol:	122	1024	66	0	0	0	39	261	0	0	570	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1024	66	0	0	0	39	261	0	0	570	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1024	66	0	0	0	39	261	0	0	570	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1024	66	0	0	0	39	261	0	0	570	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1024	66	0	0	0	39	261	0	0	570	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	122	1024	66	0	0	0	39	261	0	0	570	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.31	2.52	0.17	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.90	0.10
Final Sat.:	554	4647	299	0	0	0	1750	1900	0	0	1629	171
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.00	0.00	0.00	0.02	0.14	0.00	0.00	0.35	0.35
Crit Moves:	****										****	
Green Time:	22.8	22.8	22.8	0.0	0.0	0.0	36.2	36.2	0.0	0.0	36.2	36.2
Volume/Cap:	0.63	0.63	0.63	0.00	0.00	0.00	0.04	0.25	0.00	0.00	0.63	0.63
Delay/Veh:	18.2	18.2	18.2	0.0	0.0	0.0	6.5	7.5	0.0	0.0	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	18.2	18.2	0.0	0.0	0.0	6.5	7.5	0.0	0.0	11.1	11.1
LOS by Move:	B	B	B	A	A	A	A	A	A	A	B	B
HCM2kAvgQ:	8	8	8	0	0	0	0	3	0	0	10	10

Japantown Corporation Yard Residential Mixed-Use Project
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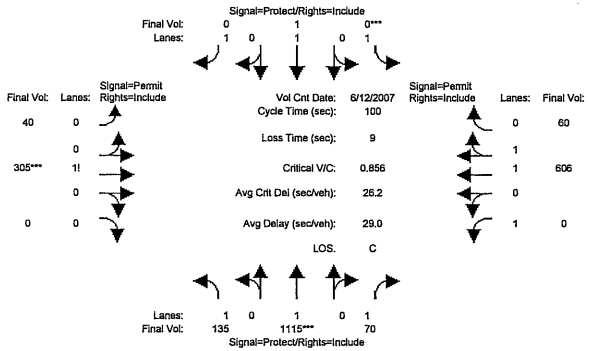
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3467: Eleventh St and Taylor St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 12 Jun 2007 << 7:30-8:30AM												
Base Vol:	122	1024	66	0	0	0	39	261	0	0	570	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1024	66	0	0	0	39	261	0	0	570	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	13	91	4	0	1	0	1	44	0	0	36	0
Initial Fut:	135	1115	70	0	1	0	40	305	0	0	606	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	1115	70	0	1	0	40	305	0	0	606	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1115	70	0	1	0	40	305	0	0	606	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	135	1115	70	0	1	0	40	305	0	0	606	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.12	0.88	0.00	1.00	1.81	0.19
Final Sat.:	1750	1900	1750	1750	1900	1750	209	1591	0	1750	3366	333
Capacity Analysis Module:												
Vol/Sat:	0.08	0.59	0.04	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.18	0.18
Crit Moves:		****		****				****				
Green Time:	68.1	68.6	68.6	0.0	0.5	0.0	22.4	22.4	0.0	0.0	22.4	22.4
Volume/Cap:	0.11	0.86	0.06	0.00	0.11	0.00	0.86	0.86	0.00	0.00	0.80	0.80
Delay/Veh:	5.5	17.7	5.2	0.0	55.2	0.0	53.5	53.5	0.0	0.0	42.4	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	17.7	5.2	0.0	55.2	0.0	53.5	53.5	0.0	0.0	42.4	42.4
LOS by Move:	A	B	A	A	E	A	D	D	A	A	D	D
HCM2kAvgQ:	2	28	1	0	0	0	14	14	0	0	12	12

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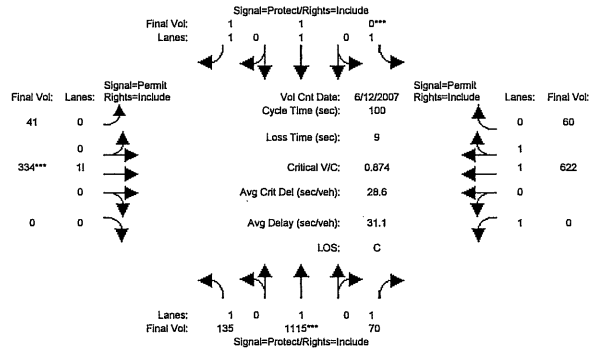
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #3467: Eleventh St and Taylor St (P)

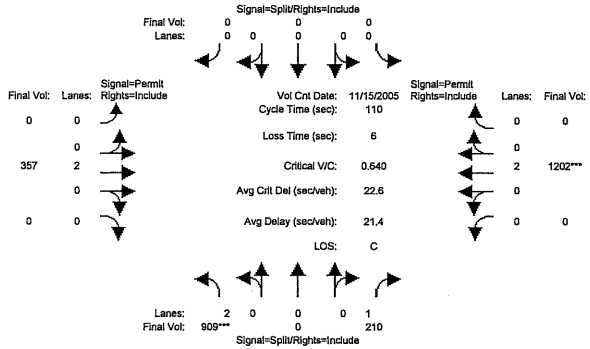


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 12 Jun 2007 << 7:30-8:30AM												
Base Vol:	122	1024	66	0	0	0	39	261	0	0	570	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1024	66	0	0	0	39	261	0	0	570	60
Added Vol:	0	0	0	0	0	0	1	29	0	0	16	0
PasserByVol:	13	91	4	0	1	0	1	44	0	0	36	0
Initial Fut:	135	1115	70	0	1	1	41	334	0	0	622	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	1115	70	0	1	1	41	334	0	0	622	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1115	70	0	1	1	41	334	0	0	622	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	135	1115	70	0	1	1	41	334	0	0	622	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.11	0.89	0.00	1.00	1.82	0.18
Final Sat.:	1750	1900	1750	1750	1900	1750	197	1603	0	1750	3374	325
Capacity Analysis Module:												
Vol/Sat:	0.08	0.59	0.04	0.00	0.00	0.00	0.21	0.21	0.00	0.00	0.18	0.18
Crit Moves:		****		****				****				
Green Time:	29.2	67.2	67.2	0.0	37.9	37.9	23.8	23.8	0.0	0.0	23.8	23.8
Volume/Cap:	0.26	0.87	0.06	0.00	0.00	0.00	0.87	0.87	0.00	0.00	0.77	0.77
Delay/Veh:	27.4	20.0	5.6	0.0	19.3	19.3	54.3	54.3	0.0	0.0	39.8	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	20.0	5.6	0.0	19.3	19.3	54.3	54.3	0.0	0.0	39.8	39.8
LOS by Move:	C	B	A	A	B	B	D	D	A	A	D	D
HCM2kAvgQ:	3	30	1	0	0	0	15	15	0	0	12	12

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3469: Eleventh St and Hedding St

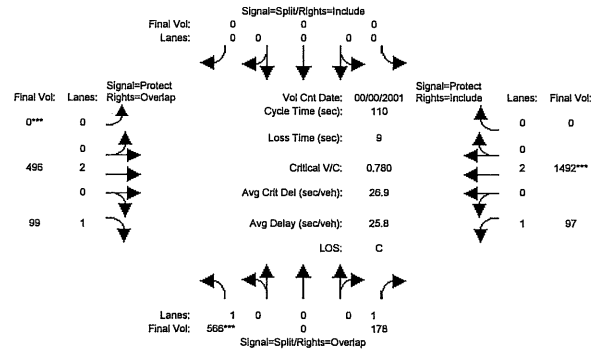


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	0	0		10	0
Volume Module: >> Count Date: 15 Nov 2005 << 7:30-8:30AM																
Base Vol:	909		0	210	0		0	0	0		357	0	0		1202	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	909		0	210	0		0	0	0		357	0	0		1202	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	909		0	210	0		0	0	0		357	0	0		1202	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:	909		0	210	0		0	0	357		0	0	1202			0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0			0
Reduced Vol:	909		0	210	0		0	0	357		0	0	1202			0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	909		0	210	0		0	0	357		0	0	1202			0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.83	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	2.00	0.00		1.00	0.00	0.00		0.00	2.00	0.00		0.00	2.00	0.00		0.00
Final Sat.:	3150		0	1750	0		0	0	3800		0	0	3800			0
Capacity Analysis Module:																
Vol/Sat:	0.29	0.00		0.12	0.00	0.00		0.00	0.09	0.00		0.00	0.32			0.00
Crit Moves:	****												****			
Green Time:	49.6		0.0	49.6	0.0		0.0	0.0	54.4		0.0	0.0	54.4			0.0
Volume/Cap:	0.64	0.00		0.27	0.00	0.00		0.00	0.19	0.00		0.00	0.64			0.00
Delay/Veh:	24.3		0.0	19.0	0.0		0.0	0.0	15.6		0.0	0.0	21.3			0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	24.3		0.0	19.0	0.0		0.0	0.0	15.6		0.0	0.0	21.3			0.0
LOS by Move:	C		A	B	A		A	A	B		A	A	C			A
HCM2kAvgQ:	15		0	5	0		0	0	3		0	0	15			0

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3469: Eleventh St and Hedding St



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Volume Module: >> Count Date: 0 2001 << AM																
Base Vol:	487		0	159	0		0	0	0		472	97	95		1440	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:	487		0	159	0		0	0	0		472	97	95		1440	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	79		0	19	0		0	0	0		24	2	2		52	0
Initial Fut:	566		0	178	0		0	0	0		496	99	97		1492	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:	566		0	178	0		0	0	496		99	97	1492			0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0			0
Reduced Vol:	566		0	178	0		0	0	496		99	97	1492			0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	566		0	178	0		0	0	496		99	97	1492			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	1.00	0.92		0.92	1.00	0.92		0.92
Lanes:	1.00	0.00		1.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00		0.00
Final Sat.:	1750		0	1750	0		0	0	3800	1750		1750	3800			0
Capacity Analysis Module:																
Vol/Sat:	0.32	0.00		0.10	0.00	0.00		0.00	0.13	0.06		0.06	0.39			0.00
Crit Moves:	****							****					****			
Green Time:	45.6		0.0	63.8	0.0		0.0	0.0	37.2	82.8		18.2	55.4			0.0
Volume/Cap:	0.78	0.00		0.18	0.00	0.00		0.00	0.39	0.08		0.34	0.78			0.00
Delay/Veh:	33.3		0.0	10.9	0.0		0.0	0.0	27.9	3.6		41.3	24.5			0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00			1.00
AdjDel/Veh:	33.3		0.0	10.9	0.0		0.0	0.0	27.9	3.6		41.3	24.5			0.0
LOS by Move:	C		A	B	A		A	A	C	A		D	C			A
HCM2kAvgQ:	19		0	3	0		0	0	6	1		3	22			0

Japantown Corporation Yard Residential Mixed-Use Project
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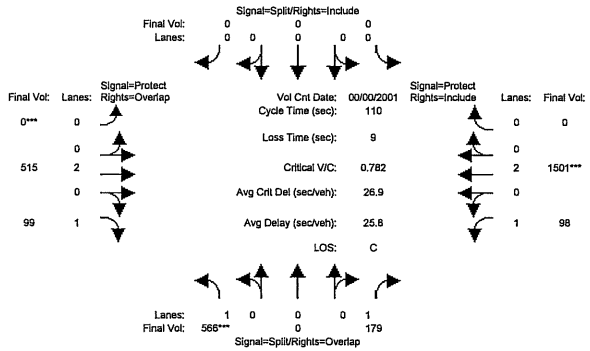
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #3469: Eleventh St and Hedding St



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0
Volume Module: >> Count Date: 0 2001 << AM																
Base Vol:	487		0	159	0		0	0	0		472	97	95		1440	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:	487		0	159	0		0	0	0		472	97	95		1440	0
Added Vol:	0		0	1	0		0	0	0		19	0	1		9	0
PasserByVol:	79		0	19	0		0	0	0		24	2	2		52	0
Initial Fut:	566		0	179	0		0	0	0		515	99	98		1501	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:	566		0	179	0		0	0	0		515	99	98		1501	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	566		0	179	0		0	0	0		515	99	98		1501	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	566		0	179	0		0	0	0		515	99	98		1501	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	0.00		1.00	0.00	0.00		0.00	0.00	2.00		1.00	1.00	2.00		0.00
Final Sat.:	1750		0	1750	0		0	0	0	3800		1750	1750	3800		0
Capacity Analysis Module:																
Vol/Sat:	0.32	0.00		0.10	0.00	0.00		0.00	0.00	0.14		0.06	0.06	0.40		0.00
Crit Moves:	****								****					****		
Green Time:	45.5		0.0	63.2	0.0		0.0	0.0	0.0	37.8		83.3	17.7	55.5		0.0
Volume/Cap:	0.78	0.00		0.18	0.00	0.00		0.00	0.00	0.39		0.07	0.35	0.78		0.00
Delay/Veh:	33.5		0.0	11.2	0.0		0.0	0.0	0.0	27.6		3.5	41.7	24.5		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	33.5		0.0	11.2	0.0		0.0	0.0	0.0	27.6		3.5	41.7	24.5		0.0
LOS by Move:	C		A	B	A		A	A	A	C		A	D	C		A
HCM2kAvgQ:	19		0	3	0		0	0	0	7		1	3	22		0

Japantown Corporation Yard Residential Mixed-Use Project
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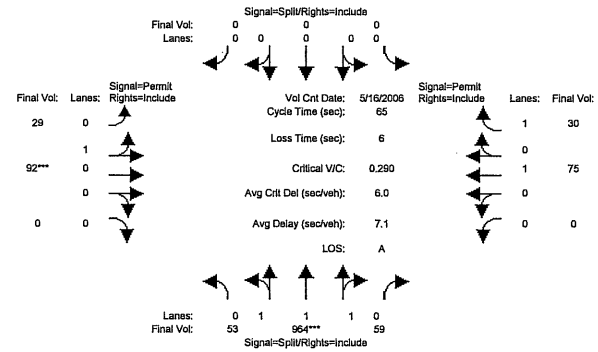
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3470: Eleventh St and Jackson St



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	10		10	0	0		10	10
Volume Module: >> Count Date: 16 May 2006 <<																
Base Vol:	53		964	59	0		0	0	29		92	0	0		75	30
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	53		964	59	0		0	0	29		92	0	0		75	30
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	53		964	59	0		0	0	29		92	0	0		75	30
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	53		964	59	0		0	0	29		92	0	0		75	30
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	53		964	59	0		0	0	29		92	0	0		75	30
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	53		964	59	0		0	0	29		92	0	0		75	30
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	0.97		0.95	0.92	1.00		0.92	0.95	0.95		0.92	0.92	1.00		0.92
Lanes:	0.15	2.68		0.17	0.00	0.00		0.00	0.24	0.76		0.00	0.00	1.00		1.00
Final Sat.:	271	4927		302	0		0	0	431	1369		0	0	1900		1750
Capacity Analysis Module:																
Vol/Sat:	0.20	0.20		0.20	0.00	0.00		0.00	0.07	0.07		0.00	0.00	0.04		0.02
Crit Moves:		****								****						
Green Time:	43.9	43.9		43.9	0.0		0.0	0.0	15.1	15.1		0.0	0.0	15.1		15.1
Volume/Cap:	0.29	0.29		0.29	0.00	0.00		0.00	0.29	0.29		0.00	0.00	0.17		0.07
Delay/Veh:	4.3	4.3		4.3	0.0		0.0	0.0	20.9	20.9		0.0	0.0	20.1		19.6
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	4.3	4.3		4.3	0.0		0.0	0.0	20.9	20.9		0.0	0.0	20.1		19.6
LOS by Move:	A		A	A	A		A	A	C		C	A	A		C	B
HCM2kAvgQ:	3		3	3	0		0	0	2		2	0	0		1	1

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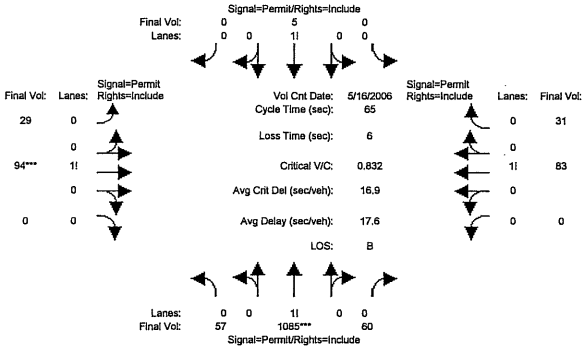
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3470: Eleventh St and Jackson St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 16 May 2006 <<												
Base Vol:	53	964	59	0	0	0	29	92	0	0	75	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	964	59	0	0	0	29	92	0	0	75	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	4	121	1	0	5	0	0	2	0	0	8	1
Initial Fut:	57	1085	60	0	5	0	29	94	0	0	83	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1085	60	0	5	0	29	94	0	0	83	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1085	60	0	5	0	29	94	0	0	83	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	1085	60	0	5	0	29	94	0	0	83	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.05	0.90	0.05	0.00	1.00	0.00	0.24	0.76	0.00	0.00	0.73	0.27
Final Sat.:	83	1580	87	0	1900	0	424	1376	0	0	1311	489
Capacity Analysis Module:												
Vol/Sat:	0.69	0.69	0.69	0.00	0.00	0.00	0.07	0.07	0.00	0.00	0.06	0.06
Crit Moves:		****						****				
Green Time:	49.0	49.0	49.0	0.0	49.0	0.0	10.0	10.0	0.0	0.0	10.0	10.0
Volume/Cap:	0.91	0.91	0.91	0.00	0.00	0.00	0.44	0.44	0.00	0.00	0.41	0.41
Delay/Veh:	16.0	16.0	16.0	0.0	2.0	0.0	26.1	26.1	0.0	0.0	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.0	16.0	16.0	0.0	2.0	0.0	26.1	26.1	0.0	0.0	25.8	25.8
LOS by Move:	B	B	B	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	26	26	26	0	0	0	3	3	0	0	3	3

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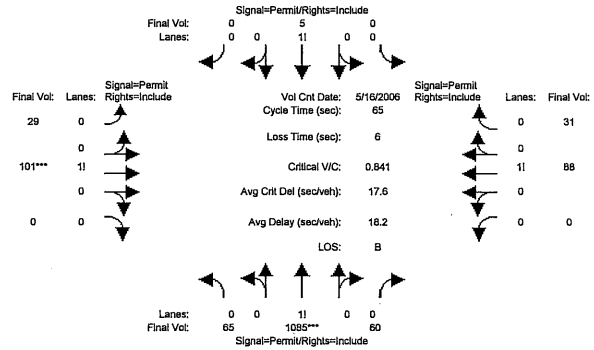
Project AM

Intersection #3470: Eleventh St and Jackson St

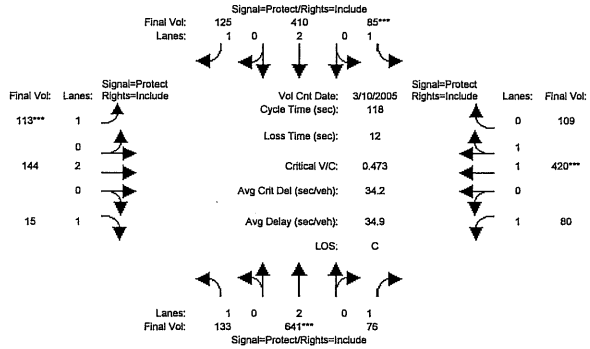


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 16 May 2006 <<												
Base Vol:	53	964	59	0	0	0	29	92	0	0	75	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	964	59	0	0	0	29	92	0	0	75	30
Added Vol:	8	0	0	0	0	0	0	7	0	0	5	0
PasserByVol:	4	121	1	0	5	0	0	2	0	0	8	1
Initial Fut:	65	1085	60	0	5	0	29	101	0	0	88	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1085	60	0	5	0	29	101	0	0	88	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1085	60	0	5	0	29	101	0	0	88	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	1085	60	0	5	0	29	101	0	0	88	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.05	0.90	0.05	0.00	1.00	0.00	0.22	0.78	0.00	0.00	0.74	0.26
Final Sat.:	94	1569	87	0	1900	0	402	1398	0	0	1331	469
Capacity Analysis Module:												
Vol/Sat:	0.69	0.69	0.69	0.00	0.00	0.00	0.07	0.07	0.00	0.00	0.07	0.07
Crit Moves:		****						****				
Green Time:	49.0	49.0	49.0	0.0	49.0	0.0	10.0	10.0	0.0	0.0	10.0	10.0
Volume/Cap:	0.92	0.92	0.92	0.00	0.00	0.00	0.47	0.47	0.00	0.00	0.43	0.43
Delay/Veh:	16.7	16.7	16.7	0.0	2.0	0.0	26.3	26.3	0.0	0.0	26.0	26.0
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:	16.7	16.7	16.7	0.0	2.0	0.0	26.3	26.3	0.0	0.0	26.0	26.0
LOS by Move:	B	B	B	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	26	26	26	0	0	0	3	3	0	0	3	3

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3496: First St and Hedding St

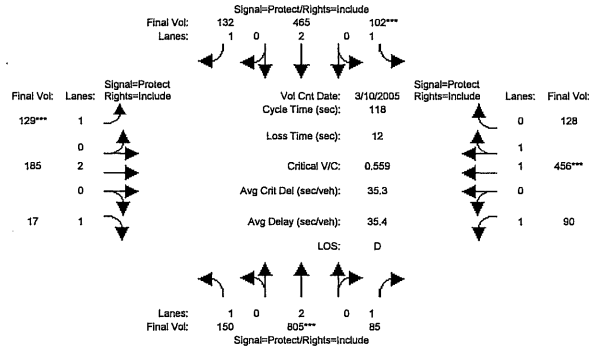


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 10 Mar 2005 <<												
Base Vol:	133	641	76	85	410	125	113	144	15	80	420	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	641	76	85	410	125	113	144	15	80	420	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	641	76	85	410	125	113	144	15	80	420	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	641	76	85	410	125	113	144	15	80	420	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	641	76	85	410	125	113	144	15	80	420	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	641	76	85	410	125	113	144	15	80	420	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2937	762
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.04	0.05	0.11	0.07	0.06	0.04	0.01	0.05	0.14	0.14
Crit Moves:		****		****			****				****	
Green Time:	22.4	42.1	42.1	12.1	31.8	31.8	16.1	30.5	30.5	21.3	35.7	35.7
Volume/Cap:	0.40	0.47	0.12	0.47	0.40	0.27	0.47	0.15	0.03	0.25	0.47	0.47
Delay/Veh:	42.7	29.6	25.6	51.9	35.5	34.2	48.5	33.8	32.8	41.9	33.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	29.6	25.6	51.9	35.5	34.2	48.5	33.8	32.8	41.9	33.8	33.8
LOS by Move:	D	C	C	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	5	9	2	4	6	4	5	2	0	3	8	8

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3496: First St and Hedding St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 10 Mar 2005 <<												
Base Vol:	133	641	76	85	410	125	113	144	15	80	420	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	641	76	85	410	125	113	144	15	80	420	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	17	164	9	17	55	7	16	41	2	10	36	19
Initial Fut:	150	805	85	102	465	132	129	185	17	90	456	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	805	85	102	465	132	129	185	17	90	456	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	805	85	102	465	132	129	185	17	90	456	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	150	805	85	102	465	132	129	185	17	90	456	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2888	811
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.05	0.06	0.12	0.08	0.07	0.05	0.01	0.05	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	23.5	44.8	44.8	12.3	33.6	33.6	15.6	28.8	28.8	20.1	33.4	33.4
Volume/Cap:	0.43	0.56	0.13	0.56	0.43	0.27	0.56	0.20	0.04	0.30	0.56	0.56
Delay/Veh:	42.2	29.3	24.0	54.1	34.7	33.0	51.0	35.6	34.1	43.3	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:	42.2	29.3	24.0	54.1	34.7	33.0	51.0	35.6	34.1	43.3	36.7	36.7
LOS by Move:	D	C	C	D	C	C	D	D	C	D	D	D
HCM2kAvgQ:	5	12	2	5	7	4	5	3	1	3	10	10

Japantown Corporation Yard Residential Mixed-Use Project
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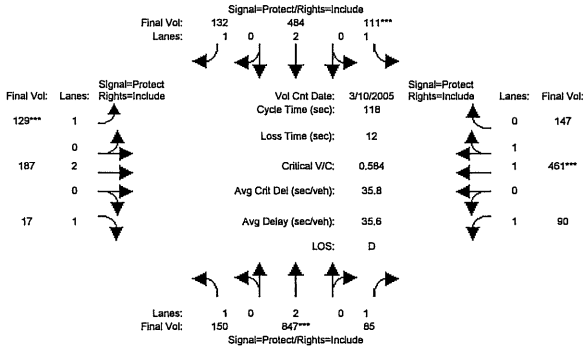
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #3496: First St and Hedding St

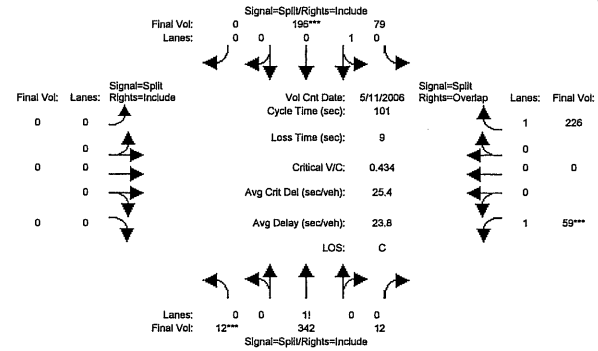


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 10 Mar 2005 <<												
Base Vol:	133	641	76	85	410	125	113	144	15	80	420	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	641	76	85	410	125	113	144	15	80	420	109
Added Vol:	0	42	0	9	19	0	0	2	0	0	5	19
PasserByVol:	17	164	9	17	55	7	16	41	2	10	36	19
Initial Fut:	150	847	85	111	484	132	129	187	17	90	461	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	847	85	111	484	132	129	187	17	90	461	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	847	85	111	484	132	129	187	17	90	461	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	150	847	85	111	484	132	129	187	17	90	461	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2805	894
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.05	0.06	0.13	0.08	0.07	0.05	0.01	0.05	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	23.3	45.1	45.1	12.8	34.6	34.6	14.9	28.3	28.3	19.8	33.2	33.2
Volume/Cap:	0.43	0.58	0.13	0.58	0.43	0.26	0.58	0.21	0.04	0.31	0.58	0.58
Delay/Veh:	42.5	29.6	23.8	54.6	34.1	32.1	52.6	36.0	34.5	43.7	37.3	37.3
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:	42.5	29.6	23.8	54.6	34.1	32.1	52.6	36.0	34.5	43.7	37.3	37.3
LOS by Move:	D	C	C	D	C	C	D	D	C	D	D	D
HCM2kAvgQ:	5	12	2	5	7	4	6	3	1	3	10	10

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3498: First St and Jackson St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	0	0	0	10	0	10
Volume Module: >> Count Date: 11 May 2006 <<												
Base Vol:	12	342	12	79	196	0	0	0	0	59	0	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	342	12	79	196	0	0	0	0	59	0	226
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	342	12	79	196	0	0	0	0	59	0	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	342	12	79	196	0	0	0	0	59	0	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	342	12	79	196	0	0	0	0	59	0	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	342	12	79	196	0	0	0	0	59	0	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.03	0.94	0.03	0.29	0.71	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	57	1635	57	517	1283	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.15	0.15	0.00	0.00	0.00	0.00	0.03	0.00	0.13
Crit Moves:	****				****					****		
Green Time:	47.4	47.4	47.4	34.6	34.6	0.0	0.0	0.0	0.0	10.0	0.0	44.6
Volume/Cap:	0.45	0.45	0.45	0.45	0.45	0.00	0.00	0.00	0.00	0.34	0.00	0.29
Delay/Veh:	19.7	19.7	19.7	28.1	28.1	0.0	0.0	0.0	0.0	47.7	0.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	19.7	19.7	28.1	28.1	0.0	0.0	0.0	0.0	47.7	0.0	19.0
LOS by Move:	B	B	B	C	C	A	A	A	A	D	A	B
HCM2kAvgQ:	8	8	8	7	7	0	0	0	0	2	0	5

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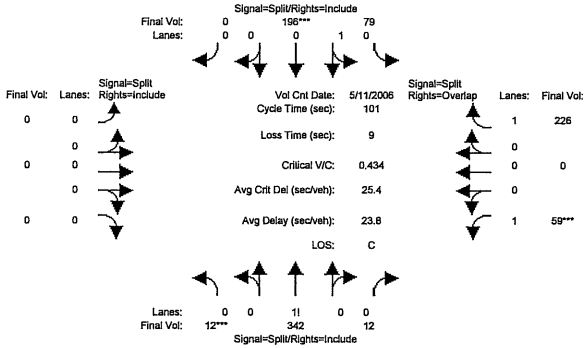
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3498: First St and Jackson St

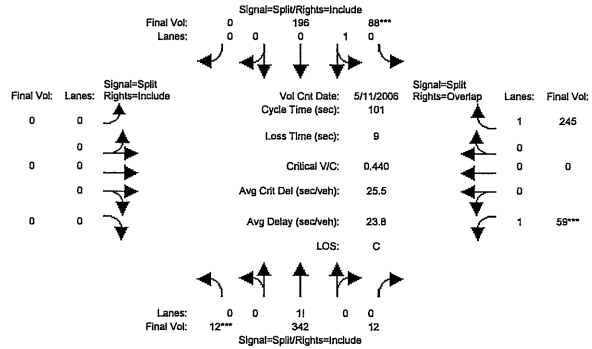


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	0	0	0	10	0	10
Volume Module: >> Count Date: 11 May 2006 <<												
Base Vol:	12	342	12	79	196	0	0	0	0	59	0	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	342	12	79	196	0	0	0	0	59	0	226
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	342	12	79	196	0	0	0	0	59	0	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	342	12	79	196	0	0	0	0	59	0	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	342	12	79	196	0	0	0	0	59	0	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	342	12	79	196	0	0	0	0	59	0	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.03	0.94	0.03	0.29	0.71	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	57	1635	57	517	1283	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.15	0.15	0.00	0.00	0.00	0.00	0.03	0.00	0.13
Crit Moves:	****				****					****		
Green Time:	47.4	47.4	47.4	34.6	34.6	0.0	0.0	0.0	0.0	10.0	0.0	44.6
Volume/Cap:	0.45	0.45	0.45	0.45	0.45	0.00	0.00	0.00	0.00	0.34	0.00	0.29
Delay/Veh:	19.7	19.7	19.7	28.1	28.1	0.0	0.0	0.0	0.0	47.7	0.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	19.7	19.7	28.1	28.1	0.0	0.0	0.0	0.0	47.7	0.0	19.0
LOS by Move:	B	B	B	C	C	A	A	A	A	D	A	B
HCM2kAvgQ:	8	8	8	7	7	0	0	0	0	2	0	5

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3498: First St and Jackson St

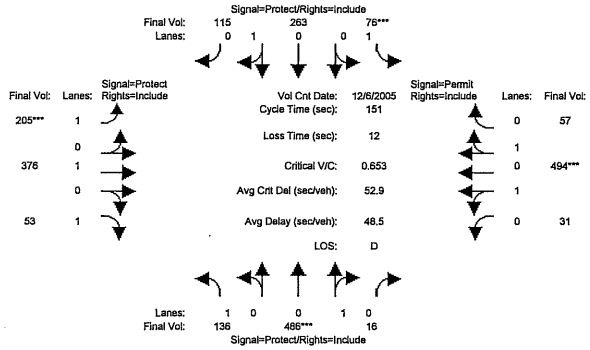


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	0	0	0	10	0	10
Volume Module: >> Count Date: 11 May 2006 <<												
Base Vol:	12	342	12	79	196	0	0	0	0	59	0	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	342	12	79	196	0	0	0	0	59	0	226
Added Vol:	0	0	0	9	0	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	342	12	88	196	0	0	0	0	59	0	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	342	12	88	196	0	0	0	0	59	0	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	342	12	88	196	0	0	0	0	59	0	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	342	12	88	196	0	0	0	0	59	0	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.03	0.94	0.03	0.31	0.69	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	57	1635	57	558	1242	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.16	0.16	0.00	0.00	0.00	0.00	0.03	0.00	0.14
Crit Moves:	****			****						****		
Green Time:	46.7	46.7	46.7	35.3	35.3	0.0	0.0	0.0	0.0	10.0	0.0	45.3
Volume/Cap:	0.45	0.45	0.45	0.45	0.45	0.00	0.00	0.00	0.00	0.34	0.00	0.31
Delay/Veh:	20.2	20.2	20.2	27.7	27.7	0.0	0.0	0.0	0.0	47.7	0.0	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.2	20.2	20.2	27.7	27.7	0.0	0.0	0.0	0.0	47.7	0.0	18.9
LOS by Move:	C	C	C	C	C	A	A	A	A	D	A	B
HCM2kAvgQ:	8	8	8	7	7	0	0	0	0	2	0	5

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3519: First St and Taylor St (P)

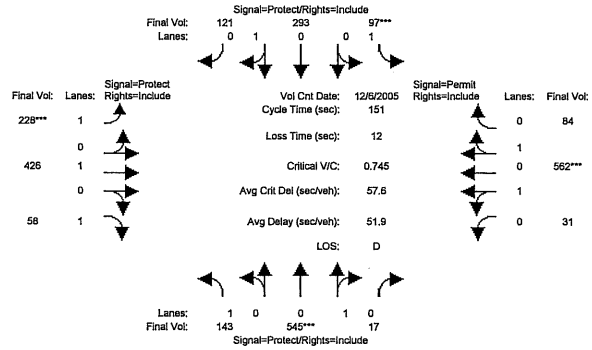


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Volume Module: >> Count Date: 6 Dec 2005 << 8:00-9:00AM												
Base Vol:	136	486	16	76	263	115	205	376	53	31	494	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	486	16	76	263	115	205	376	53	31	494	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	486	16	76	263	115	205	376	53	31	494	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	486	16	76	263	115	205	376	53	31	494	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	486	16	76	263	115	205	376	53	31	494	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	136	486	16	76	263	115	205	376	53	31	494	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.97	0.03	1.00	0.70	0.30	1.00	1.00	1.00	0.11	1.70	0.19
Final Sat.:	1750	1743	57	1750	1252	548	1750	1900	1750	192	3056	353
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.04	0.21	0.21	0.12	0.20	0.03	0.16	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	20.1	64.5	64.5	10.0	54.4	54.4	27.1	64.5	64.5	37.4	37.4	37.4
Volume/Cap:	0.58	0.65	0.65	0.65	0.58	0.58	0.65	0.46	0.07	0.65	0.65	0.65
Delay/Veh:	71.7	38.7	38.7	93.9	42.9	42.9	67.7	32.8	25.8	54.7	54.7	54.7
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:	71.7	38.7	38.7	93.9	42.9	42.9	67.7	32.8	25.8	54.7	54.7	54.7
LOS by Move:	E	D	D	F	D	D	E	C	C	D	D	D
HCM2kAvgQ:	7	19	19	5	15	15	10	12	2	13	13	13

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3519: First St and Taylor St (P)

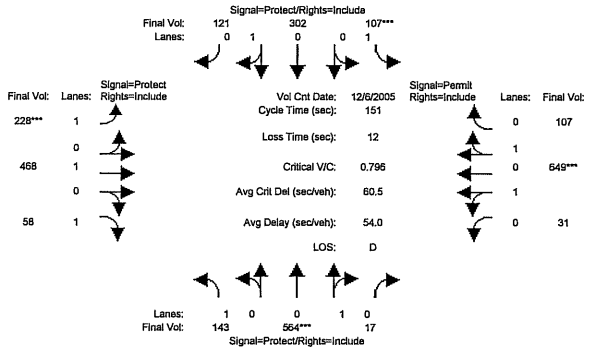


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Volume Module: >> Count Date: 6 Dec 2005 << 8:00-9:00AM												
Base Vol:	136	486	16	76	263	115	205	376	53	31	494	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	486	16	76	263	115	205	376	53	31	494	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	7	59	1	21	30	6	23	50	5	0	68	27
Initial Fut:	143	545	17	97	293	121	228	426	58	31	562	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	545	17	97	293	121	228	426	58	31	562	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	545	17	97	293	121	228	426	58	31	562	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	143	545	17	97	293	121	228	426	58	31	562	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.97	0.03	1.00	0.71	0.29	1.00	1.00	1.00	0.09	1.66	0.25
Final Sat.:	1750	1746	54	1750	1274	526	1750	1900	1750	165	2988	447
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.31	0.06	0.23	0.23	0.13	0.22	0.03	0.19	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	19.5	63.3	63.3	11.2	55.0	55.0	26.4	64.5	64.5	38.1	38.1	38.1
Volume/Cap:	0.63	0.75	0.75	0.75	0.63	0.63	0.75	0.52	0.08	0.75	0.75	0.75
Delay/Veh:	75.0	43.7	43.7	100.2	44.2	44.2	74.3	34.4	25.8	57.5	57.5	57.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.0	43.7	43.7	100.2	44.2	44.2	74.3	34.4	25.8	57.5	57.5	57.5
LOS by Move:	E	D	D	F	D	D	E	C	C	E	E	E
HCM2kAvgQ:	8	24	24	6	17	17	12	14	2	16	16	16

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3519: First St and Taylor St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Volume Module: >> Count Date: 6 Dec 2005 << 8:00-9:00AM												
Base Vol:	136	486	16	76	263	115	205	376	53	31	494	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	486	16	76	263	115	205	376	53	31	494	57
Added Vol:	0	19	0	10	9	0	0	42	0	0	87	23
PasserByVol:	7	59	1	21	30	6	23	50	5	0	68	27
Initial Fut:	143	564	17	107	302	121	228	468	58	31	649	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	564	17	107	302	121	228	468	58	31	649	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	564	17	107	302	121	228	468	58	31	649	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	143	564	17	107	302	121	228	468	58	31	649	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.97	0.03	1.00	0.71	0.29	1.00	1.00	1.00	0.08	1.65	0.27
Final Sat.:	1750	1747	53	1750	1285	515	1750	1900	1750	142	2969	489
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.32	0.06	0.24	0.24	0.13	0.25	0.03	0.22	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	18.8	61.2	61.2	11.6	54.0	54.0	24.7	66.2	66.2	41.5	41.5	41.5
Volume/Cap:	0.66	0.80	0.80	0.80	0.66	0.66	0.80	0.56	0.08	0.80	0.80	0.80
Delay/Veh:	77.5	48.2	48.2	105.7	45.9	45.9	80.8	34.3	24.8	57.5	57.5	57.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.5	48.2	48.2	105.7	45.9	45.9	80.8	34.3	24.8	57.5	57.5	57.5
LOS by Move:	E	D	D	F	D	D	F	C	C	E	E	E
HCM2kAvgQ:	8	26	26	7	18	18	13	16	2	19	19	19

Japantown Corporation Yard Residential Mixed-Use Project
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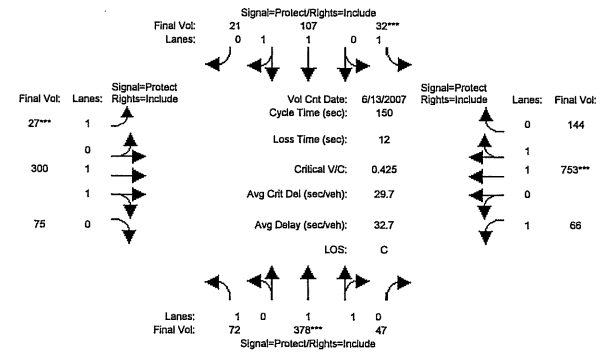
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3534: Fourth St and Hedding St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Jun 2007 << 7:30-8:30AM												
Base Vol:	72	378	47	32	107	21	27	300	75	66	753	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	378	47	32	107	21	27	300	75	66	753	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	378	47	32	107	21	27	300	75	66	753	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	378	47	32	107	21	27	300	75	66	753	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	378	47	32	107	21	27	300	75	66	753	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	378	47	32	107	21	27	300	75	66	753	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.77	0.23	1.00	1.66	0.34	1.00	1.59	0.41	1.00	1.67	0.33
Final Sat.:	1750	3291	409	1750	3093	607	1750	2959	740	1750	3106	594
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.02	0.03	0.03	0.02	0.10	0.10	0.04	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	19.3	39.9	39.9	7.0	27.6	27.6	7.0	62.4	62.4	28.7	84.1	84.1
Volume/Cap:	0.32	0.43	0.43	0.39	0.19	0.19	0.33	0.24	0.24	0.20	0.43	0.43
Delay/Veh:	60.2	46.0	46.0	72.5	51.9	51.9	71.6	28.5	28.5	51.2	19.2	19.2
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:	60.2	46.0	46.0	72.5	51.9	51.9	71.6	28.5	28.5	51.2	19.2	19.2
LOS by Move:	E	D	D	E	D	D	E	C	C	D	B	B
HCM2kAvgQ:	3	8	8	2	3	3	2	6	6	3	12	12

Japantown Corporation Yard Residential Mixed-Use Project
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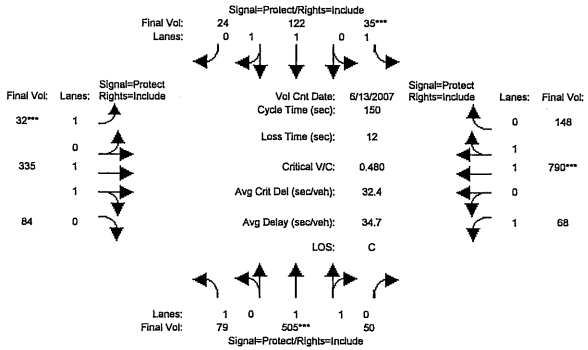
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3534: Fourth St and Hedding St (P)

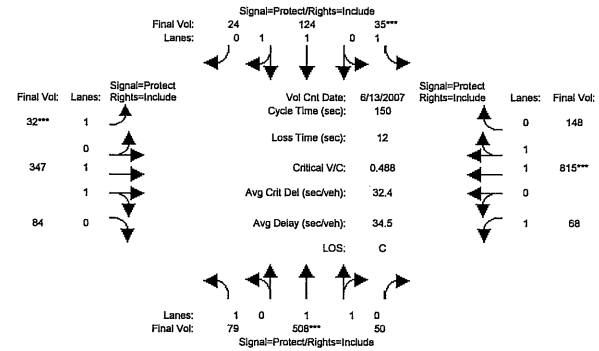


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Jun 2007 << 7:30-8:30AM												
Base Vol:	72	378	47	32	107	21	27	300	75	66	753	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	378	47	32	107	21	27	300	75	66	753	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	7	127	3	3	15	3	5	35	9	2	37	4
Initial Fut:	79	505	50	35	122	24	32	335	84	68	790	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	505	50	35	122	24	32	335	84	68	790	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	505	50	35	122	24	32	335	84	68	790	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	505	50	35	122	24	32	335	84	68	790	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.81	0.19	1.00	1.66	0.34	1.00	1.59	0.41	1.00	1.68	0.32
Final Sat.:	1750	3366	333	1750	3091	608	1750	2958	742	1750	3116	584
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.02	0.04	0.04	0.02	0.11	0.11	0.04	0.25	0.25
Crit Moves:		****		****			****				****	
Green Time:	21.9	46.1	46.1	7.0	31.2	31.2	7.0	60.1	60.1	24.8	77.9	77.9
Volume/Cap:	0.31	0.49	0.49	0.43	0.19	0.19	0.39	0.28	0.28	0.24	0.49	0.49
Delay/Veh:	58.0	42.7	42.7	73.1	49.1	49.1	72.5	30.5	30.5	54.8	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	42.7	42.7	73.1	49.1	49.1	72.5	30.5	30.5	54.8	23.4	23.4
LOS by Move:	E	D	D	E	D	D	E	C	C	D	C	C
HCM2kAvgQ:	4	11	11	2	3	3	2	6	6	3	14	14

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3534: Fourth St and Hedding St (P)

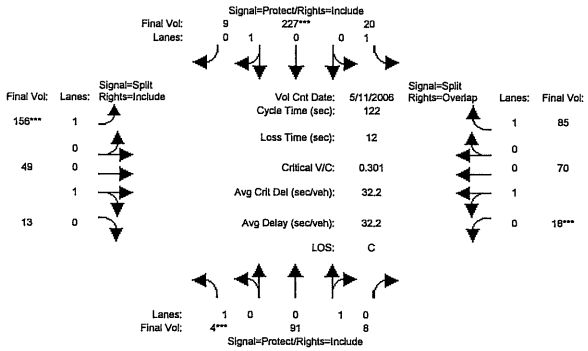


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Jun 2007 << 7:30-8:30AM												
Base Vol:	72	378	47	32	107	21	27	300	75	66	753	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	378	47	32	107	21	27	300	75	66	753	144
Added Vol:	0	3	0	0	2	0	0	12	0	0	25	0
PasserByVol:	7	127	3	3	15	3	5	35	9	2	37	4
Initial Fut:	79	508	50	35	124	24	32	347	84	68	815	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	508	50	35	124	24	32	347	84	68	815	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	508	50	35	124	24	32	347	84	68	815	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	508	50	35	124	24	32	347	84	68	815	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.82	0.18	1.00	1.67	0.33	1.00	1.60	0.40	1.00	1.68	0.32
Final Sat.:	1750	3368	332	1750	3100	600	1750	2978	721	1750	3131	569
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.02	0.04	0.04	0.02	0.12	0.12	0.04	0.26	0.26
Crit Moves:		****		****			****				****	
Green Time:	21.6	45.5	45.5	7.0	30.9	30.9	7.0	61.1	61.1	24.5	78.5	78.5
Volume/Cap:	0.31	0.50	0.50	0.43	0.19	0.19	0.39	0.29	0.29	0.24	0.50	0.50
Delay/Veh:	58.3	43.2	43.2	73.1	49.4	49.4	72.5	30.0	30.0	55.1	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	43.2	43.2	73.1	49.4	49.4	72.5	30.0	30.0	55.1	23.2	23.2
LOS by Move:	E	D	D	E	D	D	E	C	C	E	C	C
HCM2kAvgQ:	4	11	11	2	3	3	2	7	7	3	14	14

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3535: Fourth St and Jackson St (P)

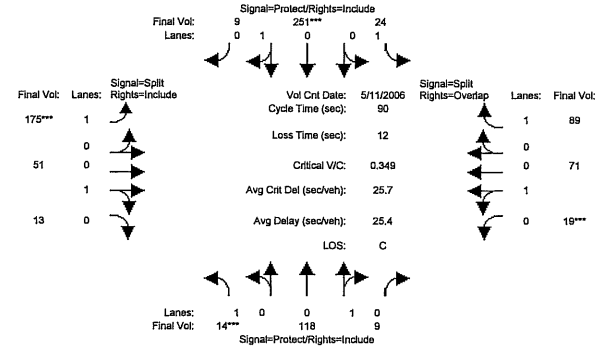


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 11 May 2006 <<												
Base Vol:	4	91	8	20	227	9	156	49	13	18	70	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	91	8	20	227	9	156	49	13	18	70	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	91	8	20	227	9	156	49	13	18	70	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	91	8	20	227	9	156	49	13	18	70	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	91	8	20	227	9	156	49	13	18	70	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	91	8	20	227	9	156	49	13	18	70	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	0.92	0.08	1.00	0.96	0.04	1.00	0.79	0.21	0.20	0.80	1.00
Final Sat.:	1750	1655	145	1750	1731	69	1750	1423	377	368	1432	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.01	0.13	0.13	0.09	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****		****			****		
Green Time:	7.0	33.6	33.6	23.5	50.2	50.2	34.1	34.1	34.1	18.7	18.7	42.3
Volume/Cap:	0.04	0.20	0.20	0.06	0.32	0.32	0.32	0.12	0.12	0.32	0.32	0.14
Delay/Veh:	54.5	34.1	34.1	40.3	24.6	24.6	35.1	32.9	32.9	46.6	46.6	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	34.1	34.1	40.3	24.6	24.6	35.1	32.9	32.9	46.6	46.6	27.5
LOS by Move:	D	C	C	D	C	C	D	C	C	D	D	C
HCM2kAvgQ:	0	3	3	1	6	6	5	2	2	3	3	2

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3535: Fourth St and Jackson St (P)

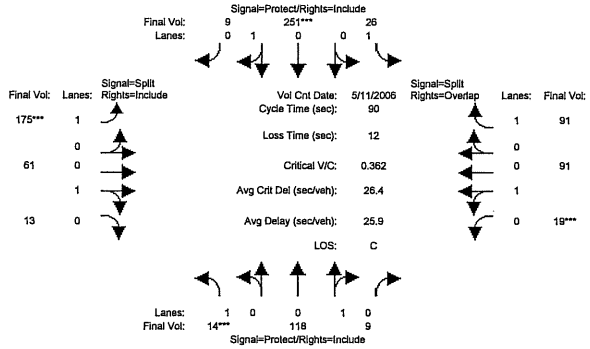


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 11 May 2006 <<												
Base Vol:	4	91	8	20	227	9	156	49	13	18	70	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	91	8	20	227	9	156	49	13	18	70	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	10	27	1	4	24	0	19	2	0	1	1	4
Initial Fut:	14	118	9	24	251	9	175	51	13	19	71	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	118	9	24	251	9	175	51	13	19	71	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	118	9	24	251	9	175	51	13	19	71	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	118	9	24	251	9	175	51	13	19	71	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	0.93	0.07	1.00	0.97	0.03	1.00	0.80	0.20	0.21	0.79	1.00
Final Sat.:	1750	1672	128	1750	1738	62	1750	1434	366	380	1420	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.01	0.14	0.14	0.10	0.04	0.04	0.05	0.05	0.05
Crit Moves:	****				****		****			****		
Green Time:	7.0	24.6	24.6	17.2	34.8	34.8	24.1	24.1	24.1	12.1	12.1	29.3
Volume/Cap:	0.10	0.26	0.26	0.07	0.37	0.37	0.37	0.13	0.13	0.37	0.37	0.16
Delay/Veh:	38.9	25.8	25.8	29.9	20.1	20.1	27.3	25.1	25.1	36.5	36.5	21.7
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:	38.9	25.8	25.8	29.9	20.1	20.1	27.3	25.1	25.1	36.5	36.5	21.7
LOS by Move:	D	C	C	C	C	C	C	C	C	D	D	C
HCM2kAvgQ:	0	3	3	1	6	6	4	1	1	3	3	2

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3535: Fourth St and Jackson St (P)

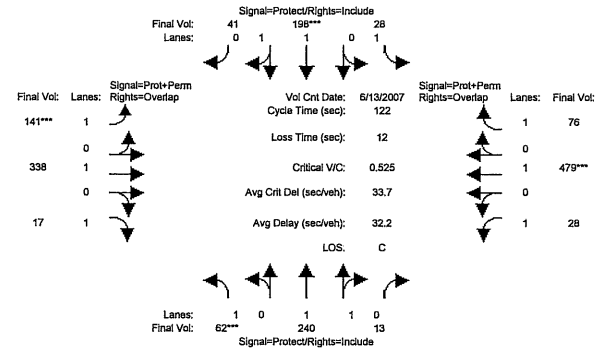


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 11 May 2006 <<												
Base Vol:	4	91	8	20	227	9	156	49	13	18	70	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	91	8	20	227	9	156	49	13	18	70	85
Added Vol:	0	0	0	2	0	0	0	10	0	0	20	2
PasserByVol:	10	27	1	4	24	0	19	2	0	1	1	4
Initial Fut:	14	118	9	26	251	9	175	61	13	19	91	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	118	9	26	251	9	175	61	13	19	91	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	118	9	26	251	9	175	61	13	19	91	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	118	9	26	251	9	175	61	13	19	91	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	0.93	0.07	1.00	0.97	0.03	1.00	0.82	0.18	0.17	0.83	1.00
Final Sat.:	1750	1672	128	1750	1738	62	1750	1484	316	311	1489	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.01	0.14	0.14	0.10	0.04	0.04	0.06	0.06	0.05
Crit Moves:	****				****		****			****		
Green Time:	7.0	23.9	23.9	16.7	33.6	33.6	23.2	23.2	23.2	14.2	14.2	30.9
Volume/Cap:	0.10	0.27	0.27	0.08	0.39	0.39	0.39	0.16	0.16	0.39	0.39	0.15
Delay/Veh:	38.9	26.4	26.4	30.4	21.1	21.1	28.1	26.0	26.0	34.9	34.9	20.6
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:	38.9	26.4	26.4	30.4	21.1	21.1	28.1	26.0	26.0	34.9	34.9	20.6
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	3	3	1	6	6	5	2	2	3	3	2

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3544: Fourth St and Taylor St

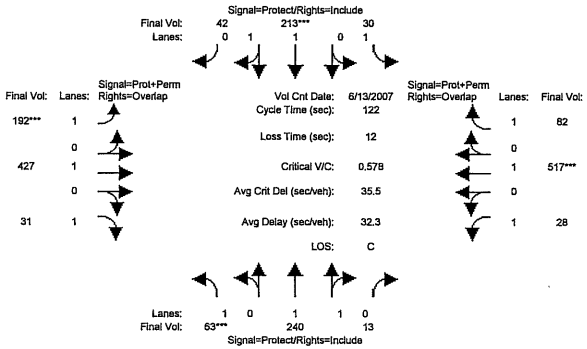


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Jun 2007 << 7:30-8:30AM												
Base Vol:	62	240	13	28	198	41	141	338	17	28	479	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	240	13	28	198	41	141	338	17	28	479	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	240	13	28	198	41	141	338	17	28	479	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	240	13	28	198	41	141	338	17	28	479	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	240	13	28	198	41	141	338	17	28	479	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	62	240	13	28	198	41	141	338	17	28	479	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.65	0.35	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3510	190	1750	3065	635	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.02	0.06	0.06	0.00	0.18	0.01	0.00	0.25	0.04
Crit Moves:	****				****		****				****	
Green Time:	9.0	15.0	15.0	10.5	16.4	16.4	20.5	63.9	73.0	20.6	64.1	74.6
Volume/Cap:	0.48	0.56	0.56	0.19	0.48	0.48	0.48	0.34	0.02	0.09	0.48	0.07
Delay/Veh:	57.0	52.0	52.0	52.4	49.6	49.6	47.2	17.0	10.0	42.9	18.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	52.0	52.0	52.4	49.6	49.6	47.2	17.0	10.0	42.9	18.7	9.7
LOS by Move:	E	D	D	D	D	D	D	B	A	D	B	A
HCM2kAvgQ:	3	5	5	1	5	5	6	7	0	1	11	1

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3544: Fourth St and Taylor St

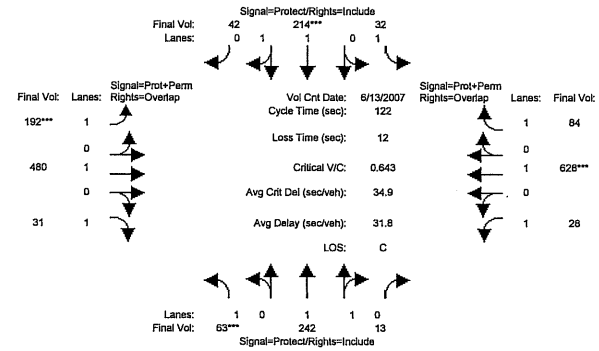


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Jun 2007 << 7:30-8:30AM												
Base Vol:	62	240	13	28	198	41	141	338	17	28	479	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	240	13	28	198	41	141	338	17	28	479	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	0	0	2	15	1	51	89	14	0	38	6
Initial Fut:	63	240	13	30	213	42	192	427	31	28	517	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	240	13	30	213	42	192	427	31	28	517	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	240	13	30	213	42	192	427	31	28	517	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	240	13	30	213	42	192	427	31	28	517	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.66	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3510	190	1750	3090	609	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.02	0.07	0.07	0.00	0.22	0.02	0.00	0.27	0.05
Crit Moves:	****				****		****				****	
Green Time:	8.1	13.9	13.9	9.8	15.6	15.6	24.8	68.7	76.9	17.5	61.5	71.3
Volume/Cap:	0.54	0.60	0.60	0.21	0.54	0.54	0.54	0.40	0.03	0.11	0.54	0.08
Delay/Veh:	60.1	53.7	53.7	53.3	51.1	51.1	45.2	15.2	8.5	45.6	21.2	11.1
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:	60.1	53.7	53.7	53.3	51.1	51.1	45.2	15.2	8.5	45.6	21.2	11.1
LOS by Move:	E	D	D	D	D	D	D	B	A	D	C	B
HCM2kAvgQ:	3	6	6	1	5	5	7	9	0	1	13	1

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3544: Fourth St and Taylor St

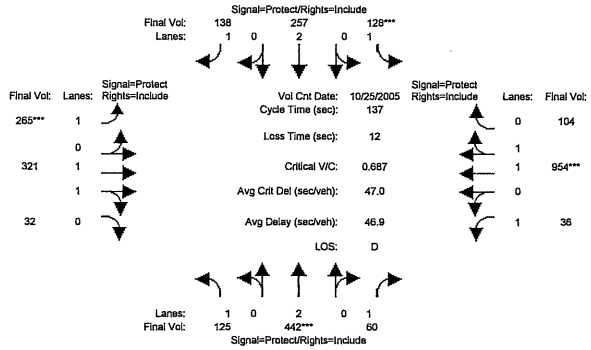


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Jun 2007 << 7:30-8:30AM												
Base Vol:	62	240	13	28	198	41	141	338	17	28	479	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	240	13	28	198	41	141	338	17	28	479	76
Added Vol:	0	2	0	2	1	0	0	53	0	0	111	2
PasserByVol:	1	0	0	2	15	1	51	89	14	0	38	6
Initial Fut:	63	242	13	32	214	42	192	480	31	28	628	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	242	13	32	214	42	192	480	31	28	628	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	242	13	32	214	42	192	480	31	28	628	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	242	13	32	214	42	192	480	31	28	628	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	1.00	1.66	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3511	189	1750	3093	607	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.02	0.07	0.07	0.00	0.25	0.02	0.00	0.33	0.05
Crit Moves:	****				****		****				****	
Green Time:	7.3	12.5	12.5	8.7	14.0	14.0	22.1	72.4	79.6	16.4	66.7	75.4
Volume/Cap:	0.60	0.67	0.67	0.26	0.60	0.60	0.60	0.43	0.03	0.12	0.60	0.08
Delay/Veh:	65.7	57.5	57.5	54.6	53.9	53.9	49.2	13.8	7.5	46.6	19.8	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	57.5	57.5	54.6	53.9	53.9	49.2	13.8	7.5	46.6	19.8	9.4
LOS by Move:	E	E	E	D	D	D	D	B	A	D	B	A
HCM2kAvgQ:	4	6	6	1	6	6	8	10	0	1	16	1

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3576: 13th St and Hedding St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 25 Oct 2005 << 7:30-8:30AM												
Base Vol:	125	442	60	128	257	138	265	321	32	36	954	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	442	60	128	257	138	265	321	32	36	954	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	442	60	128	257	138	265	321	32	36	954	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	442	60	128	257	138	265	321	32	36	954	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	442	60	128	257	138	265	321	32	36	954	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	125	442	60	128	257	138	265	321	32	36	954	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.80	0.20
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3364	335	1750	3336	364
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.03	0.07	0.07	0.08	0.15	0.10	0.10	0.02	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	18.0	23.2	23.2	14.6	19.8	19.8	30.2	56.8	56.8	30.4	57.0	57.0
Volume/Cap:	0.54	0.69	0.20	0.69	0.47	0.54	0.69	0.23	0.23	0.09	0.69	0.69
Delay/Veh:	64.7	59.4	50.5	77.7	56.6	62.6	58.7	26.3	26.3	42.8	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	59.4	50.5	77.7	56.6	62.6	58.7	26.3	26.3	42.8	35.2	35.2
LOS by Move:	E	E	D	E	E	E	E	C	C	D	D	D
HCM2kAvgQ:	6	10	2	7	5	6	12	5	5	1	19	19

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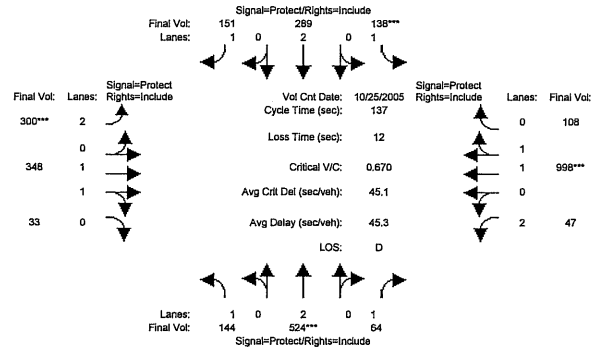
Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3576: 13th St and Hedding St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 25 Oct 2005 << 7:30-8:30AM												
Base Vol:	125	442	60	128	257	138	265	321	32	36	954	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	442	60	128	257	138	265	321	32	36	954	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	19	82	4	10	32	13	35	27	1	11	44	4
Initial Fut:	144	524	64	138	289	151	300	348	33	47	998	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	524	64	138	289	151	300	348	33	47	998	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	524	64	138	289	151	300	348	33	47	998	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	144	524	64	138	289	151	300	348	33	47	998	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.82	0.18	2.00	1.80	0.20
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3379	320	3150	3338	361
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.04	0.08	0.08	0.09	0.10	0.10	0.10	0.01	0.30	0.30
Crit Moves:		****		****			****				****	
Green Time:	21.6	28.2	28.2	16.1	22.7	22.7	19.5	53.9	53.9	26.7	61.2	61.2
Volume/Cap:	0.52	0.67	0.18	0.67	0.46	0.52	0.67	0.26	0.26	0.08	0.67	0.67
Delay/Veh:	59.8	54.6	45.9	73.9	54.0	58.7	63.4	28.5	28.5	45.3	32.1	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	54.6	45.9	73.9	54.0	58.7	63.4	28.5	28.5	45.3	32.1	32.1
LOS by Move:	E	D	D	E	D	E	E	C	C	D	C	C
HCM2kAvgQ:	6	11	2	7	6	7	8	5	5	1	19	19

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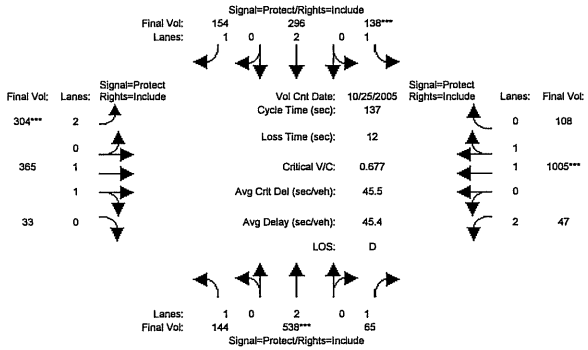
Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3576: 13th St and Hedding St

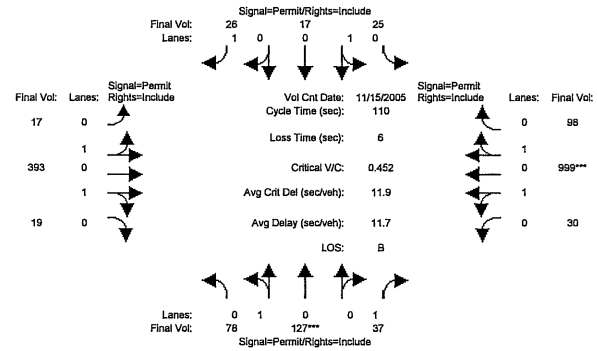


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 25 Oct 2005 << 7:30-8:30AM												
Base Vol:	125	442	60	128	257	138	265	321	32	36	954	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	442	60	128	257	138	265	321	32	36	954	104
Added Vol:	0	14	1	0	7	3	4	17	0	0	7	0
ATI:	19	82	4	10	32	13	35	27	1	11	44	4
Initial Fut:	144	538	65	138	296	154	304	365	33	47	1005	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	538	65	138	296	154	304	365	33	47	1005	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	538	65	138	296	154	304	365	33	47	1005	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	144	538	65	138	296	154	304	365	33	47	1005	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.83	0.17	2.00	1.80	0.20
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3393	307	3150	3341	359
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.04	0.08	0.08	0.09	0.10	0.11	0.11	0.01	0.30	0.30
Crit Moves:		****		****			****				****	
Green Time:	21.6	28.6	28.6	16.0	23.0	23.0	19.5	54.5	54.5	25.9	60.9	60.9
Volume/Cap:	0.52	0.68	0.18	0.68	0.46	0.52	0.68	0.27	0.27	0.08	0.68	0.68
Delay/Veh:	59.9	54.5	45.6	74.7	53.8	58.5	63.7	28.3	28.3	46.0	32.5	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	54.5	45.6	74.7	53.8	58.5	63.7	28.3	28.3	46.0	32.5	32.5
LOS by Move:	E	D	D	E	D	E	E	C	C	D	C	C
HCM2kAvgQ:	6	11	2	7	6	7	8	6	6	1	19	19

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3580: Seventh St and Hedding St

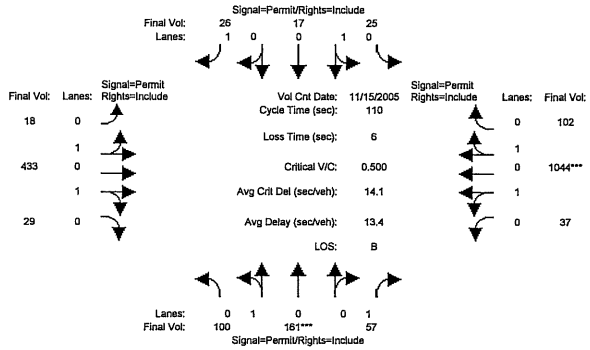


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 15 Nov 2005 << 7:30-8:30AM												
Base Vol:	78	127	37	25	17	26	17	393	19	30	999	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	127	37	25	17	26	17	393	19	30	999	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	127	37	25	17	26	17	393	19	30	999	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	127	37	25	17	26	17	393	19	30	999	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	127	37	25	17	26	17	393	19	30	999	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	127	37	25	17	26	17	393	19	30	999	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.38	0.62	1.00	0.60	0.40	1.00	0.08	1.83	0.09	0.05	1.78	0.17
Final Sat.:	685	1115	1750	1071	729	1750	143	3298	159	96	3191	313
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.02	0.02	0.02	0.01	0.12	0.12	0.12	0.31	0.31	0.31
Crit Moves:		****									****	
Green Time:	27.7	27.7	27.7	27.7	27.7	27.7	76.3	76.3	76.3	76.3	76.3	76.3
Volume/Cap:	0.45	0.45	0.08	0.09	0.09	0.06	0.17	0.17	0.17	0.45	0.45	0.45
Delay/Veh:	35.4	35.4	31.5	31.6	31.6	31.3	5.9	5.9	5.9	7.7	7.7	7.7
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:	35.4	35.4	31.5	31.6	31.6	31.3	5.9	5.9	5.9	7.7	7.7	7.7
LOS by Move:	D	D	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	6	6	1	1	1	1	3	3	3	9	9	9

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3580: Seventh St and Hedding St

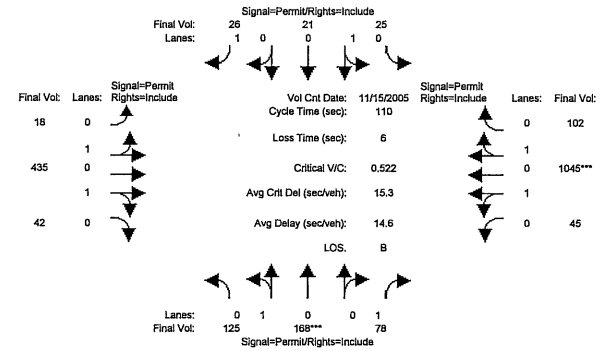


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 15 Nov 2005 << 7:30-8:30AM												
Base Vol:	78	127	37	25	17	26	17	393	19	30	999	98
Growth Adj:	1.08	1.08	1.08	1.00	1.00	1.00	1.08	1.08	1.08	1.04	1.04	1.04
Initial Bse:	85	138	40	25	17	26	18	424	20	31	1037	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	15	23	17	0	0	0	0	9	9	6	7	0
Initial Fut:	100	161	57	25	17	26	18	433	29	37	1044	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	161	57	25	17	26	18	433	29	37	1044	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	161	57	25	17	26	18	433	29	37	1044	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	100	161	57	25	17	26	18	433	29	37	1044	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.38	0.62	1.00	0.60	0.40	1.00	0.08	1.80	0.12	0.06	1.77	0.17
Final Sat.:	689	1111	1750	1071	729	1750	137	3242	221	113	3177	310
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.03	0.02	0.02	0.01	0.13	0.13	0.13	0.33	0.33	0.33
Crit Moves:		****									****	
Green Time:	31.8	31.8	31.8	31.8	31.8	31.8	72.2	72.2	72.2	72.2	72.2	72.2
Volume/Cap:	0.50	0.50	0.11	0.08	0.08	0.05	0.20	0.20	0.20	0.50	0.50	0.50
Delay/Veh:	33.3	33.3	28.9	28.6	28.6	28.3	7.5	7.5	7.5	9.8	9.8	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	33.3	28.9	28.6	28.6	28.3	7.5	7.5	7.5	9.8	9.8	9.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	8	8	2	1	1	1	3	3	3	11	11	11

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3580: Seventh St and Hedding St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 15 Nov 2005 << 7:30-8:30AM												
Base Vol:	78	127	37	25	17	26	17	393	19	30	999	98
Growth Adj:	1.08	1.08	1.08	1.00	1.00	1.00	1.08	1.08	1.08	1.04	1.04	1.04
Initial Bse:	85	138	40	25	17	26	18	424	20	31	1037	102
Added Vol:	25	7	21	0	4	0	0	2	13	8	1	0
PasserByVol:	15	23	17	0	0	0	0	9	9	6	7	0
Initial Fut:	125	168	78	25	21	26	18	435	42	45	1045	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	168	78	25	21	26	18	435	42	45	1045	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	168	78	25	21	26	18	435	42	45	1045	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	125	168	78	25	21	26	18	435	42	45	1045	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.43	0.57	1.00	0.54	0.46	1.00	0.07	1.76	0.17	0.08	1.75	0.17
Final Sat.:	767	1033	1750	978	822	1750	133	3158	309	136	3156	307
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.04	0.03	0.03	0.01	0.14	0.14	0.14	0.33	0.33	0.33
Crit Moves:		****									****	
Green Time:	34.2	34.2	34.2	34.2	34.2	34.2	69.8	69.8	69.8	69.8	69.8	69.8
Volume/Cap:	0.52	0.52	0.14	0.08	0.08	0.05	0.22	0.22	0.22	0.52	0.52	0.52
Delay/Veh:	32.1	32.1	27.5	26.9	26.9	26.5	8.6	8.6	8.6	11.2	11.2	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	32.1	27.5	26.9	26.9	26.5	8.6	8.6	8.6	11.2	11.2	11.2
LOS by Move:	C	C	C	C	C	C	A	A	A	B	B	B
HCM2kAvgQ:	9	9	2	1	1	1	4	4	4	12	12	12

Japantown Corporation Yard Residential Mixed-Use Project
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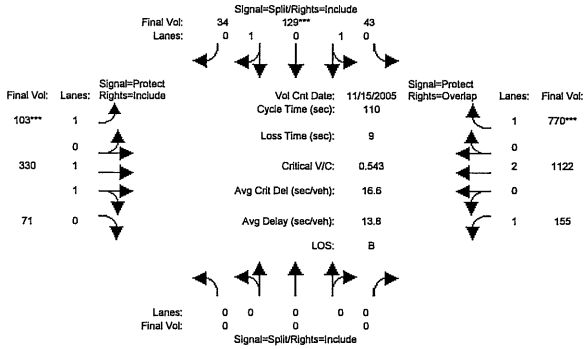
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3581: Tenth St and Hedding St (P)

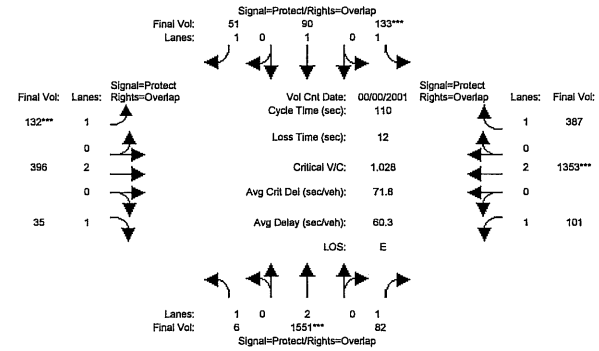


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Nov 2005 << 7:30-8:30AM												
Base Vol:	0	0	0	43	129	34	103	330	71	155	1122	770
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	43	129	34	103	330	71	155	1122	770
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	43	129	34	103	330	71	155	1122	770
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	43	129	34	103	330	71	155	1122	770
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	43	129	34	103	330	71	155	1122	770
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	43	129	34	103	330	71	155	1122	770
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.42	1.25	0.33	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	0	0	0	751	2254	594	1750	3044	655	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.06	0.11	0.11	0.09	0.30	0.44
Crit Moves:					****		****					****
Green Time:	0.0	0.0	0.0	12.4	12.4	12.4	12.8	48.7	48.7	39.8	75.8	88.2
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.51	0.51	0.24	0.24	0.24	0.43	0.55
Delay/Veh:	0.0	0.0	0.0	46.9	46.9	46.9	47.7	19.2	19.2	24.8	7.7	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.9	46.9	46.9	47.7	19.2	19.2	24.8	7.7	4.3
LOS by Move:	A	A	A	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	0	0	0	4	4	4	4	4	4	4	8	10

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3581: Tenth St and Hedding St (P)

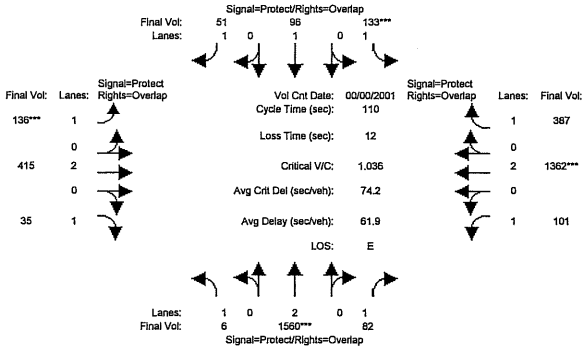


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 0 2001 << AM												
Base Vol:	6	1510	80	131	83	47	118	349	31	96	1287	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1510	80	131	83	47	118	349	31	96	1287	359
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	41	2	2	7	4	14	47	4	5	66	28
Initial Fut:	6	1551	82	133	90	51	132	396	35	101	1353	387
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1551	82	133	90	51	132	396	35	101	1353	387
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1551	82	133	90	51	132	396	35	101	1353	387
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	1551	82	133	90	51	132	396	35	101	1353	387
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.05	0.08	0.05	0.03	0.08	0.10	0.02	0.06	0.36	0.22
Crit Moves:		****		****			****				****	
Green Time:	21.3	43.7	61.2	8.1	30.5	38.6	8.1	28.7	50.0	17.5	38.1	46.2
Volume/Cap:	0.02	1.03	0.08	1.03	0.17	0.08	1.03	0.40	0.04	0.36	1.03	0.53
Delay/Veh:	35.9	63.7	11.4	137.6	30.3	24.0	138.0	33.8	16.7	42.1	68.1	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	63.7	11.4	137.6	30.3	24.0	138.0	33.8	16.7	42.1	68.1	24.4
LOS by Move:	D	E	B	F	C	C	F	C	B	D	E	C
HCM2kAvgQ:	0	35	1	9	2	1	9	6	1	4	31	11

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 65 Affordable Senior Units

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

Intersection #3581: Tenth St and Hedding St (P)

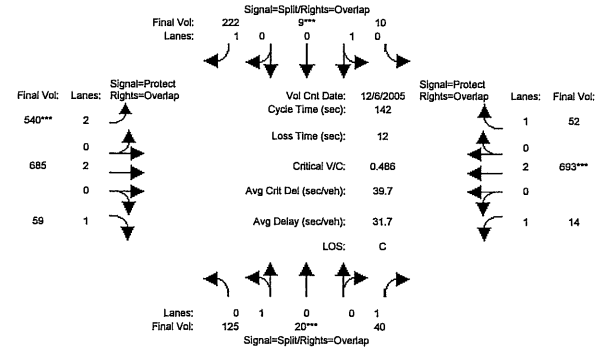


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 0 2001 << AM												
Base Vol:	6	1510	80	131	83	47	118	349	31	96	1287	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1510	80	131	83	47	118	349	31	96	1287	359
Added Vol:	0	9	0	0	6	0	4	19	0	0	9	0
PasserByVol:	0	41	2	2	7	4	14	47	4	5	66	28
Initial Fut:	6	1560	82	133	96	51	136	415	35	101	1362	387
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1560	82	133	96	51	136	415	35	101	1362	387
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1560	82	133	96	51	136	415	35	101	1362	387
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	1560	82	133	96	51	136	415	35	101	1362	387
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.05	0.08	0.05	0.03	0.08	0.11	0.02	0.06	0.36	0.22
Crit Moves:		****		****			****				****	
Green Time:	21.3	43.6	60.7	8.1	30.4	38.7	8.3	29.3	50.5	17.1	38.1	46.1
Volume/Cap:	0.02	1.04	0.08	1.04	0.18	0.08	1.04	0.41	0.04	0.37	1.04	0.53
Delay/Veh:	35.9	66.1	11.6	140.2	30.5	23.9	139.2	33.5	16.4	42.5	70.5	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	66.1	11.6	140.2	30.5	23.9	139.2	33.5	16.4	42.5	70.5	24.5
LOS by Move:	D	E	B	F	C	C	F	C	B	D	E	C
HCM2kAvgQ:	0	36	1	9	2	1	9	6	1	4	32	11

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 65 Affordable Senior Units

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

Intersection #3776: San Pedro St and Taylor St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 6 Dec 2005 << 7:45-8:45AM												
Base Vol:	125	20	40	10	9	222	540	685	59	14	693	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	20	40	10	9	222	540	685	59	14	693	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	20	40	10	9	222	540	685	59	14	693	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	20	40	10	9	222	540	685	59	14	693	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	20	40	10	9	222	540	685	59	14	693	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	125	20	40	10	9	222	540	685	59	14	693	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.86	0.14	1.00	0.53	0.47	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1552	248	1750	947	853	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.02	0.01	0.01	0.13	0.17	0.18	0.03	0.01	0.18	0.03
Crit Moves:		****			****		****				****	
Green Time:	22.3	22.3	43.2	10.0	10.0	57.4	47.4	76.8	99.0	21.0	50.4	60.4
Volume/Cap:	0.51	0.51	0.08	0.15	0.15	0.31	0.51	0.33	0.05	0.05	0.51	0.07
Delay/Veh:	56.5	56.5	35.2	62.6	62.6	29.1	38.5	18.4	6.8	52.1	36.5	24.2
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:	56.5	56.5	35.2	62.6	62.6	29.1	38.5	18.4	6.8	52.1	36.5	24.2
LOS by Move:	E	E	D	E	E	C	D	B	A	D	D	C
HCM2kAvgQ:	7	7	1	1	1	7	11	8	1	1	12	1

Japantown Corporation Yard Residential Mixed-Use Project
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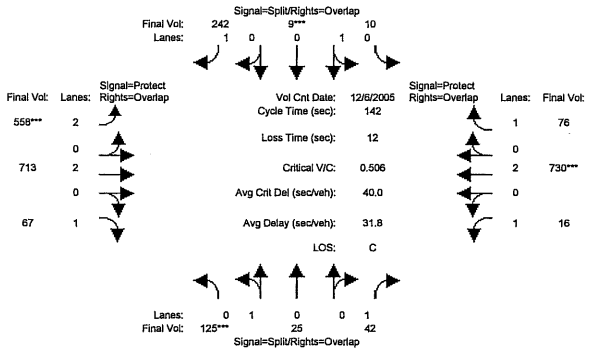
20 KSF Community Amenity Space, and 65 Affordable Senior Units

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

Intersection #3776: San Pedro St and Taylor St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 6 Dec 2005 << 7:45-8:45AM												
Base Vol:	125	20	40	10	9	222	540	685	59	14	693	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	20	40	10	9	222	540	685	59	14	693	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	5	2	0	0	20	18	28	8	2	37	24
Initial Fut:	125	25	42	10	9	242	558	713	67	16	730	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	25	42	10	9	242	558	713	67	16	730	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	25	42	10	9	242	558	713	67	16	730	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	125	25	42	10	9	242	558	713	67	16	730	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.83	0.17	1.00	0.53	0.47	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	300	1750	947	853	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.02	0.01	0.01	0.14	0.18	0.19	0.04	0.01	0.19	0.04
Crit Moves:	****				****		****				****	
Green Time:	22.1	22.1	42.5	10.0	10.0	57.0	47.0	77.5	99.6	20.4	50.9	60.9
Volume/Cap:	0.54	0.54	0.08	0.15	0.15	0.34	0.54	0.34	0.05	0.06	0.54	0.10
Delay/Veh:	57.3	57.3	35.8	62.6	62.6	29.8	39.2	18.1	6.6	52.7	36.6	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	57.3	35.8	62.6	62.6	29.8	39.2	18.1	6.6	52.7	36.6	24.2
LOS by Move:	E	E	D	E	E	C	D	B	A	D	D	C
HCM2kAvgQ:	7	7	1	1	1	8	12	8	1	1	13	2

Japantown Corporation Yard Residential Mixed-Use Project
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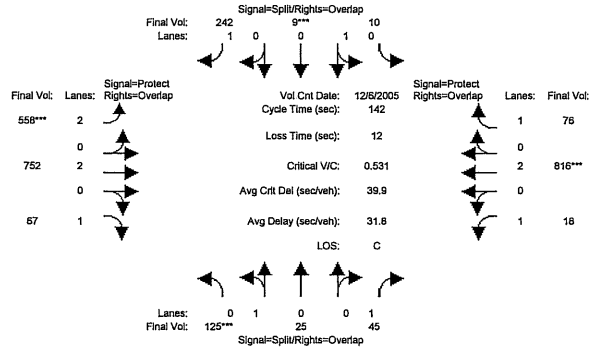
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #3776: San Pedro St and Taylor St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 6 Dec 2005 << 7:45-8:45AM												
Base Vol:	125	20	40	10	9	222	540	685	59	14	693	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	20	40	10	9	222	540	685	59	14	693	52
Added Vol:	0	0	3	0	0	0	0	39	0	2	86	0
PasserByVol:	0	5	2	0	0	20	18	28	8	2	37	24
Initial Fut:	125	25	45	10	9	242	558	752	67	18	816	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	25	45	10	9	242	558	752	67	18	816	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	25	45	10	9	242	558	752	67	18	816	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	125	25	45	10	9	242	558	752	67	18	816	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.83	0.17	1.00	0.53	0.47	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	300	1750	947	853	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.01	0.01	0.14	0.18	0.20	0.04	0.01	0.21	0.04
Crit Moves:	****				****		****				****	
Green Time:	21.0	21.0	40.8	10.0	10.0	54.7	44.7	79.2	100.3	19.7	54.2	64.2
Volume/Cap:	0.56	0.56	0.09	0.15	0.15	0.36	0.56	0.35	0.05	0.07	0.56	0.10
Delay/Veh:	58.9	58.9	37.1	62.6	62.6	31.4	41.2	17.4	6.4	53.3	35.1	22.3
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:	58.9	58.9	37.1	62.6	62.6	31.4	41.2	17.4	6.4	53.3	35.1	22.3
LOS by Move:	E	E	D	E	E	C	D	B	A	D	D	C
HCM2kAvgQ:	7	7	2	1	1	8	12	9	1	1	14	2

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
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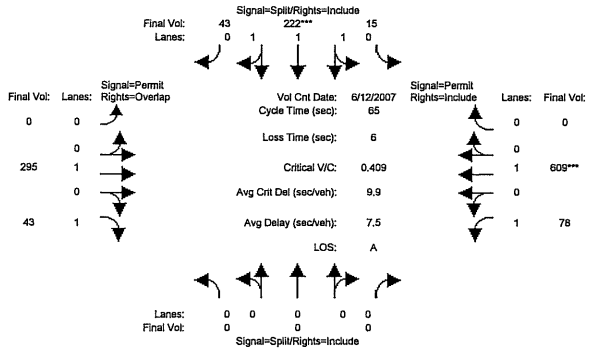
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3822: Tenth St and Taylor St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date: 12 Jun 2007 << 7:30-8:30AM												
Base Vol:	0	0	0	15	222	43	0	295	43	78	609	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	15	222	43	0	295	43	78	609	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	222	43	0	295	43	78	609	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	222	43	0	295	43	78	609	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	222	43	0	295	43	78	609	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	15	222	43	0	295	43	78	609	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.16	2.37	0.47	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	295	4360	845	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.05	0.00	0.16	0.02	0.04	0.32	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	10.0	10.0	10.0	0.0	49.0	49.0	49.0	49.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.33	0.33	0.00	0.21	0.03	0.06	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	24.7	24.7	24.7	0.0	2.4	2.0	2.1	3.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.7	24.7	24.7	0.0	2.4	2.0	2.1	3.1	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	2	0	2	0	0	5	0

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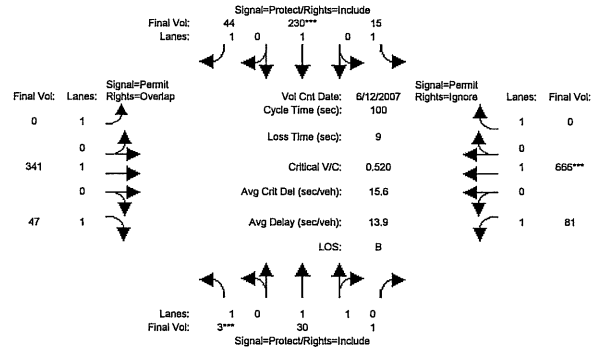
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3822: Tenth St and Taylor St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 12 Jun 2007 << 7:30-8:30AM												
Base Vol:	0	0	0	15	222	43	0	295	43	78	609	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	15	222	43	0	295	43	78	609	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	3	30	1	0	8	1	0	46	4	3	57	0
Initial Fut:	3	30	1	15	230	44	0	341	47	81	666	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	3	30	1	15	230	44	0	341	47	81	666	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	30	1	15	230	44	0	341	47	81	666	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	3	30	1	15	230	44	0	341	47	81	666	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3581	119	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.01	0.12	0.03	0.00	0.18	0.03	0.05	0.35	0.00
Crit Moves:	****				****						****	
Green Time:	0.3	2.5	2.5	21.1	23.3	23.3	0.0	67.4	67.7	67.4	67.4	0.0
Volume/Cap:	0.52	0.33	0.33	0.04	0.52	0.11	0.00	0.27	0.04	0.07	0.52	0.00
Delay/Veh:	115.2	50.0	50.0	31.5	34.6	30.3	0.0	6.6	5.4	5.6	8.6	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:	115.2	50.0	50.0	31.5	34.6	30.3	0.0	6.6	5.4	5.6	8.6	0.0
LOS by Move:	F	D	D	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	0	7	1	0	4	1	1	10	0

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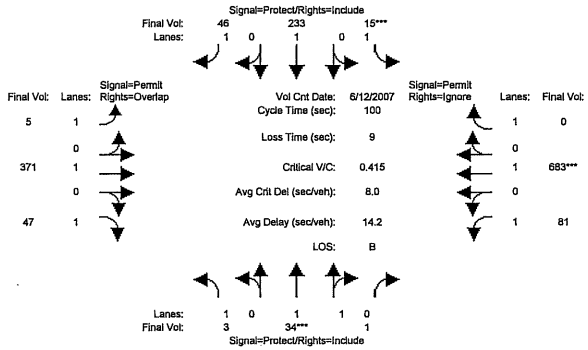
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #3822: Tenth St and Taylor St (P)

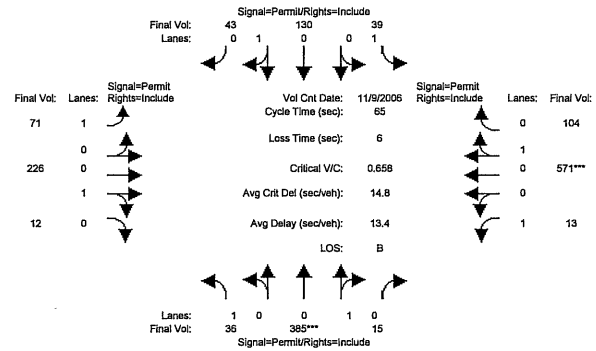


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 12 Jun 2007 << 7:30-8:30AM												
Base Vol:	0	0	0	15	222	43	0	295	43	78	609	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	222	43	0	295	43	78	609	0
Added Vol:	0	4	0	0	3	2	5	30	0	0	17	0
PasserByVol:	3	30	1	0	8	1	0	46	4	3	57	0
Initial Fut:	3	34	1	15	233	46	5	371	47	81	683	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	3	34	1	15	233	46	5	371	47	81	683	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	34	1	15	233	46	5	371	47	81	683	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	3	34	1	15	233	46	5	371	47	81	683	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3594	106	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.01	0.12	0.03	0.00	0.20	0.03	0.05	0.36	0.00
Crit Moves:		****		****							****	
Green Time:	0.2	10.0	10.0	7.0	16.8	16.8	74.0	74.0	74.2	74.0	74.0	0.0
Volume/Cap:	0.73	0.09	0.09	0.12	0.73	0.16	0.00	0.26	0.04	0.06	0.49	0.00
Delay/Veh:	286.1	41.0	41.0	44.1	47.9	35.8	3.4	4.3	3.4	3.6	5.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	286.1	41.0	41.0	44.1	47.9	35.8	3.4	4.3	3.4	3.6	5.5	0.0
LOS by Move:	F	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	8	1	0	4	0	1	9	0

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3823: 13th St and Taylor St

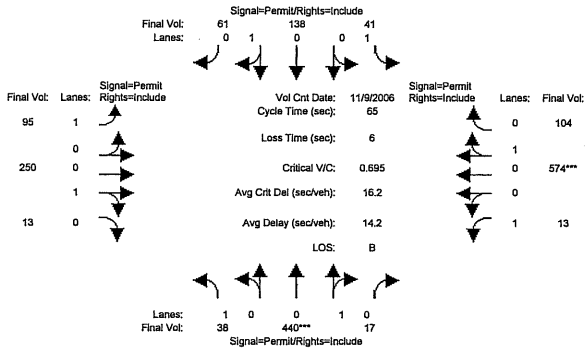


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 9 Nov 2006 << 7:30-8:30AM												
Base Vol:	36	385	15	39	130	43	71	226	12	13	571	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	385	15	39	130	43	71	226	12	13	571	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	385	15	39	130	43	71	226	12	13	571	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	385	15	39	130	43	71	226	12	13	571	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	385	15	39	130	43	71	226	12	13	571	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	385	15	39	130	43	71	226	12	13	571	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.75	0.25	1.00	0.95	0.05	1.00	0.85	0.15
Final Sat.:	1750	1732	67	1750	1353	447	1750	1709	91	1750	1523	277
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.02	0.10	0.10	0.04	0.13	0.13	0.01	0.38	0.38
Crit Moves:		****									****	
Green Time:	22.0	22.0	22.0	22.0	22.0	22.0	37.0	37.0	37.0	37.0	37.0	37.0
Volume/Cap:	0.06	0.66	0.66	0.07	0.28	0.28	0.07	0.23	0.23	0.01	0.66	0.66
Delay/Veh:	14.6	21.0	21.0	14.6	16.0	16.0	6.3	7.0	7.0	6.1	11.2	11.2
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:	14.6	21.0	21.0	14.6	16.0	16.0	6.3	7.0	7.0	6.1	11.2	11.2
LOS by Move:	B	C	C	B	B	B	A	A	A	A	B	B
HCM2kAvgQ:	1	8	8	1	3	3	1	3	3	0	11	11

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3823: 13th St and Taylor St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 9 Nov 2006 << 7:30-8:30AM												
Base Vol:	36	385	15	39	130	43	71	226	12	13	571	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	385	15	39	130	43	71	226	12	13	571	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	55	2	2	8	18	24	24	1	0	3	0
Initial Fut:	38	440	17	41	138	61	95	250	13	13	574	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	440	17	41	138	61	95	250	13	13	574	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	440	17	41	138	61	95	250	13	13	574	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	440	17	41	138	61	95	250	13	13	574	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.69	0.31	1.00	0.95	0.05	1.00	0.85	0.15
Final Sat.:	1750	1733	67	1750	1248	552	1750	1711	89	1750	1524	276
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.02	0.11	0.11	0.05	0.15	0.15	0.01	0.38	0.38
Crit Moves:		****									****	
Green Time:	23.8	23.8	23.8	23.8	23.8	23.8	35.2	35.2	35.2	35.2	35.2	35.2
Volume/Cap:	0.06	0.69	0.69	0.06	0.30	0.30	0.10	0.27	0.27	0.01	0.69	0.69
Delay/Veh:	13.4	20.8	20.8	13.4	15.0	15.0	7.2	8.1	8.1	6.9	13.1	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:	13.4	20.8	20.8	13.4	15.0	15.0	7.2	8.1	8.1	6.9	13.1	13.1
LOS by Move:	B	C	C	B	B	B	A	A	A	A	B	B
HCM2kAvgQ:	1	10	10	1	3	3	1	3	3	0	12	12

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Japantown Corporation Yard Residential Mixed-Use Project
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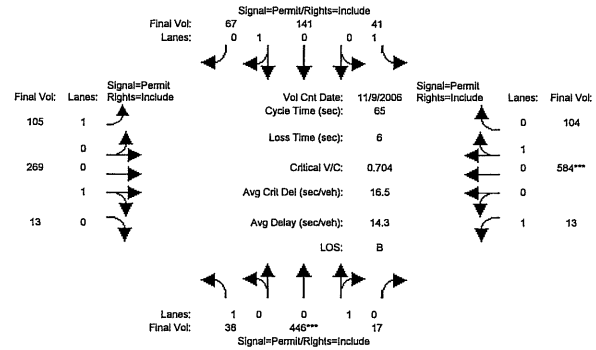
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #3823: 13th St and Taylor St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 9 Nov 2006 << 7:30-8:30AM												
Base Vol:	36	385	15	39	130	43	71	226	12	13	571	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	385	15	39	130	43	71	226	12	13	571	104
Added Vol:	0	6	0	0	3	6	10	19	0	0	10	0
ATI:	2	55	2	2	8	18	24	24	1	0	3	0
Initial Fut:	38	446	17	41	141	67	105	269	13	13	584	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	446	17	41	141	67	105	269	13	13	584	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	446	17	41	141	67	105	269	13	13	584	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	446	17	41	141	67	105	269	13	13	584	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.68	0.32	1.00	0.95	0.05	1.00	0.85	0.15
Final Sat.:	1750	1734	66	1750	1220	580	1750	1717	83	1750	1528	272
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.02	0.12	0.12	0.06	0.16	0.16	0.01	0.38	0.38
Crit Moves:		****									****	
Green Time:	23.7	23.7	23.7	23.7	23.7	23.7	35.3	35.3	35.3	35.3	35.3	35.3
Volume/Cap:	0.06	0.70	0.70	0.06	0.32	0.32	0.11	0.29	0.29	0.01	0.70	0.70
Delay/Veh:	13.4	21.1	21.1	13.5	15.1	15.1	7.3	8.2	8.2	6.9	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	21.1	21.1	13.5	15.1	15.1	7.3	8.2	8.2	6.9	13.4	13.4
LOS by Move:	B	C	C	B	B	B	A	A	A	A	B	B
HCM2kAvgQ:	1	10	10	1	3	3	1	3	3	0	12	12

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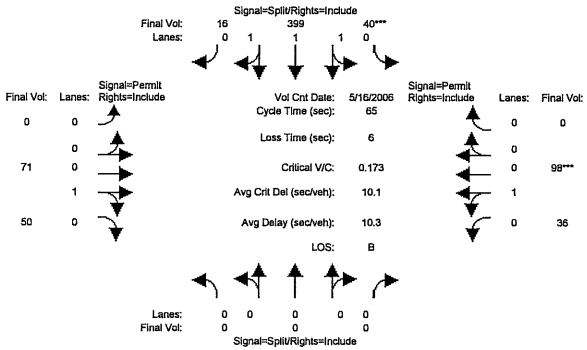
Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3862: Tenth St and Jackson St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Volume Module: >> Count Date: 16 May 2006 <<												
Base Vol:	0	0	0	40	399	16	0	71	50	36	98	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	40	399	16	0	71	50	36	98	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	399	16	0	71	50	36	98	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	40	399	16	0	71	50	36	98	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	399	16	0	71	50	36	98	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	40	399	16	0	71	50	36	98	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.27	2.62	0.11	0.00	0.59	0.41	0.27	0.73	0.00
Final Sat.:	0	0	0	483	4823	193	0	1056	744	484	1316	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.08	0.00	0.07	0.07	0.07	0.07	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	31.1	31.1	31.1	0.0	27.9	27.9	27.9	27.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.17	0.17	0.17	0.00	0.16	0.16	0.17	0.17	0.00
Delay/Veh:	0.0	0.0	0.0	9.7	9.7	9.7	0.0	11.4	11.4	11.5	11.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.7	9.7	9.7	0.0	11.4	11.4	11.5	11.5	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	2	2	2	0	2	2	2	2	0

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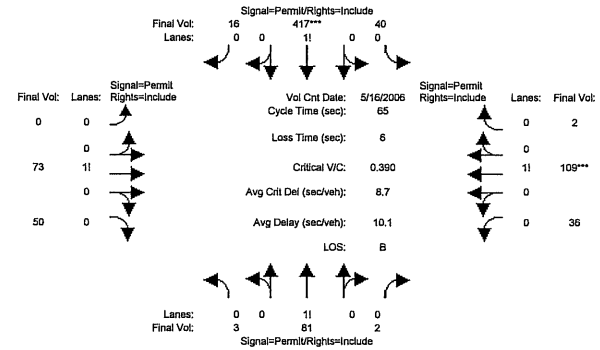
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3862: Tenth St and Jackson St

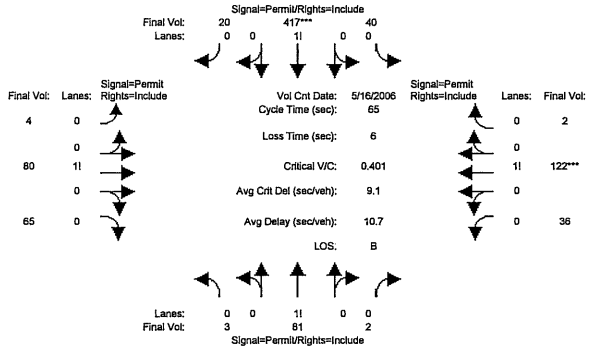


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 16 May 2006 <<												
Base Vol:	0	0	0	40	399	16	0	71	50	36	98	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	399	16	0	71	50	36	98	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	3	81	2	0	18	0	0	2	0	0	11	2
Initial Fut:	3	81	2	40	417	16	0	73	50	36	109	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	81	2	40	417	16	0	73	50	36	109	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	81	2	40	417	16	0	73	50	36	109	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	81	2	40	417	16	0	73	50	36	109	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.03	0.95	0.02	0.08	0.89	0.03	0.00	0.59	0.41	0.24	0.75	0.01
Final Sat.:	61	1648	41	148	1543	59	0	1068	732	429	1298	24
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.27	0.27	0.27	0.00	0.07	0.07	0.08	0.08	0.08
Crit Moves:					****						****	
Green Time:	45.0	45.0	45.0	45.0	45.0	45.0	0.0	14.0	14.0	14.0	14.0	14.0
Volume/Cap:	0.07	0.07	0.07	0.39	0.39	0.39	0.00	0.32	0.32	0.39	0.39	0.39
Delay/Veh:	3.3	3.3	3.3	4.4	4.4	4.4	0.0	22.0	22.0	22.5	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.3	3.3	3.3	4.4	4.4	4.4	0.0	22.0	22.0	22.5	22.5	22.5
LOS by Move:	A	A	A	A	A	A	A	C	C	C	C	C
HCM2kAvgQ:	1	1	1	5	5	5	0	2	2	3	3	3

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3862: Tenth St and Jackson St

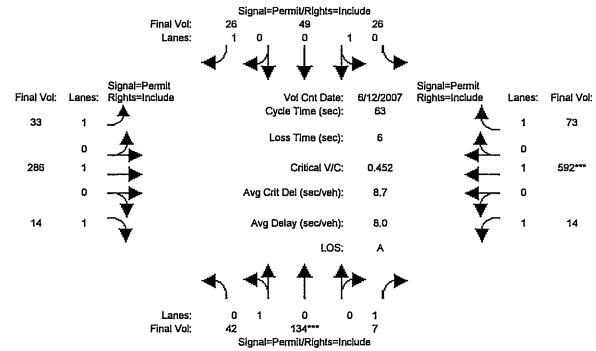


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 16 May 2006 <<												
Base Vol:	0	0	0	40	399	16	0	71	50	36	98	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	399	16	0	71	50	36	98	0
Added Vol:	0	0	0	0	0	4	4	7	15	0	13	0
PasserByVol:	3	81	2	0	18	0	0	2	0	0	11	2
Initial Fut:	3	81	2	40	417	20	4	80	65	36	122	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	81	2	40	417	20	4	80	65	36	122	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	81	2	40	417	20	4	80	65	36	122	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	81	2	40	417	20	4	80	65	36	122	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.03	0.95	0.02	0.08	0.88	0.04	0.03	0.54	0.43	0.23	0.76	0.01
Final Sat.:	61	1648	41	147	1530	73	47	940	763	394	1334	22
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.27	0.27	0.27	0.09	0.09	0.09	0.09	0.09	0.09
Crit Moves:					****						****	
Green Time:	44.2	44.2	44.2	44.2	44.2	44.2	14.8	14.8	14.8	14.8	14.8	14.8
Volume/Cap:	0.07	0.07	0.07	0.40	0.40	0.40	0.37	0.37	0.37	0.40	0.40	0.40
Delay/Veh:	3.5	3.5	3.5	4.8	4.8	4.8	21.8	21.8	21.8	22.0	22.0	22.0
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:	3.5	3.5	3.5	4.8	4.8	4.8	21.8	21.8	21.8	22.0	22.0	22.0
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	1	1	5	5	5	3	3	3	3	3	3

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3909: Seventh St and Taylor St

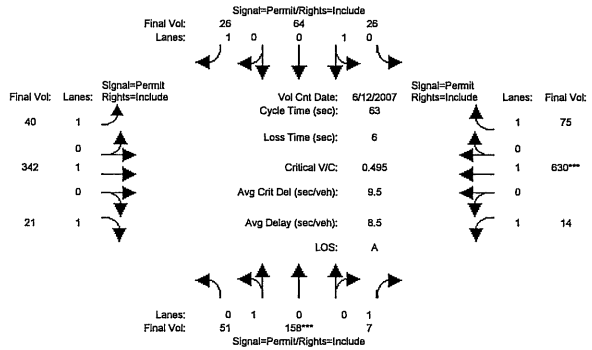


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 12 Jun 2007 << 7:30-8:30AM												
Base Vol:	42	134	7	26	49	26	33	286	14	14	592	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	134	7	26	49	26	33	286	14	14	592	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	134	7	26	49	26	33	286	14	14	592	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	134	7	26	49	26	33	286	14	14	592	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	134	7	26	49	26	33	286	14	14	592	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	134	7	26	49	26	33	286	14	14	592	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.24	0.76	1.00	0.35	0.65	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	430	1370	1750	624	1176	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.04	0.04	0.01	0.02	0.15	0.01	0.01	0.31	0.04
Crit Moves:		****									****	
Green Time:	13.6	13.6	13.6	13.6	13.6	13.6	43.4	43.4	43.4	43.4	43.4	43.4
Volume/Cap:	0.45	0.45	0.02	0.19	0.19	0.07	0.03	0.22	0.01	0.01	0.45	0.06
Delay/Veh:	22.3	22.3	19.5	20.4	20.4	19.7	3.1	3.7	3.1	3.1	4.7	3.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	22.3	19.5	20.4	20.4	19.7	3.1	3.7	3.1	3.1	4.7	3.2
LOS by Move:	C	C	B	C	C	B	A	A	A	A	A	A
HCM2kAvgQ:	4	4	0	1	1	0	0	2	0	0	6	1

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3909: Seventh St and Taylor St

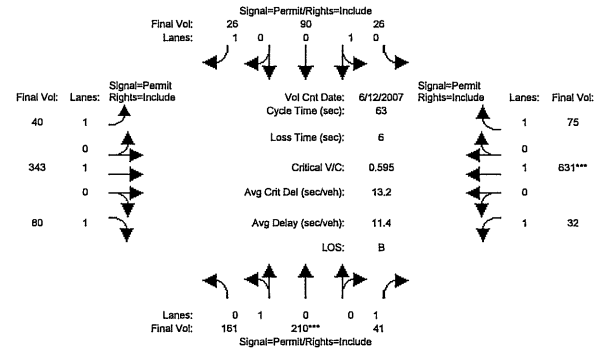


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 12 Jun 2007 << 7:30-8:30AM												
Base Vol:	42	134	7	26	49	26	33	286	14	14	592	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	134	7	26	49	26	33	286	14	14	592	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	9	24	0	0	15	0	7	56	7	0	38	2
Initial Fut:	51	158	7	26	64	26	40	342	21	14	630	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	158	7	26	64	26	40	342	21	14	630	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	158	7	26	64	26	40	342	21	14	630	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	51	158	7	26	64	26	40	342	21	14	630	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.24	0.76	1.00	0.29	0.71	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	439	1361	1750	520	1280	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.05	0.05	0.01	0.02	0.18	0.01	0.01	0.33	0.04
Crit Moves:		****									****	
Green Time:	14.8	14.8	14.8	14.8	14.8	14.8	42.2	42.2	42.2	42.2	42.2	42.2
Volume/Cap:	0.49	0.49	0.02	0.21	0.21	0.06	0.03	0.27	0.02	0.01	0.49	0.06
Delay/Veh:	21.8	21.8	18.5	19.7	19.7	18.8	3.5	4.3	3.5	3.5	5.4	3.6
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:	21.8	21.8	18.5	19.7	19.7	18.8	3.5	4.3	3.5	3.5	5.4	3.6
LOS by Move:	C	C	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	4	4	0	2	2	0	0	3	0	0	6	1

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3909: Seventh St and Taylor St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 12 Jun 2007 << 7:30-8:30AM												
Base Vol:	42	134	7	26	49	26	33	286	14	14	592	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	134	7	26	49	26	33	286	14	14	592	73
Added Vol:	110	52	34	0	26	0	0	1	59	18	1	0
PasserByVol:	9	24	0	0	15	0	7	56	7	0	38	2
Initial Fut:	161	210	41	26	90	26	40	343	80	32	631	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	210	41	26	90	26	40	343	80	32	631	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	210	41	26	90	26	40	343	80	32	631	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	161	210	41	26	90	26	40	343	80	32	631	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.43	0.57	1.00	0.22	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	781	1019	1750	403	1397	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.02	0.06	0.06	0.01	0.02	0.18	0.05	0.02	0.33	0.04
Crit Moves:		****									****	
Green Time:	21.8	21.8	21.8	21.8	21.8	21.8	35.2	35.2	35.2	35.2	35.2	35.2
Volume/Cap:	0.59	0.59	0.07	0.19	0.19	0.04	0.04	0.32	0.08	0.03	0.59	0.08
Delay/Veh:	18.5	18.5	13.8	14.5	14.5	13.7	6.3	7.7	6.5	6.3	10.1	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	18.5	13.8	14.5	14.5	13.7	6.3	7.7	6.5	6.3	10.1	6.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	B	A
HCM2kAvgQ:	7	7	1	2	2	0	0	4	1	0	9	1

Japantown Corporation Yard Residential Mixed-Use Project
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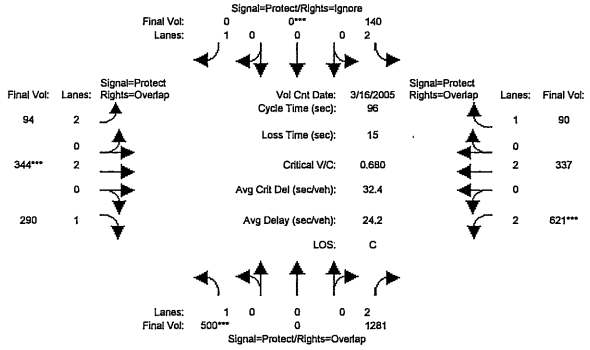
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #4038: SR 87 and Taylor St *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Volume Module: >> Count Date: 16 Mar 2005 << 7:30-8:30AM												
Base Vol:	500	0	1281	140	0	49	94	344	290	621	337	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	0	1281	140	0	49	94	344	290	621	337	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	0	1281	140	0	49	94	344	290	621	337	90
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	0	1281	140	0	0	94	344	290	621	337	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	0	1281	140	0	0	94	344	290	621	337	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	500	0	1281	140	0	0	94	344	290	621	337	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.41	0.04	0.00	0.00	0.03	0.09	0.17	0.20	0.09	0.05
Crit Moves:	****				****			****		****		
Green Time:	40.4	0.0	57.8	10.4	0.0	0.0	16.7	12.8	53.2	27.8	23.9	34.3
Volume/Cap:	0.68	0.00	0.68	0.41	0.00	0.00	0.17	0.68	0.30	0.68	0.36	0.14
Delay/Veh:	25.2	0.0	13.8	40.7	0.0	0.0	33.9	43.4	11.6	32.2	29.9	21.0
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:	25.2	0.0	13.8	40.7	0.0	0.0	33.9	43.4	11.6	32.2	29.9	21.0
LOS by Move:	C	A	B	D	A	A	C	D	B	C	C	C
HCM2kAvgQ:	14	0	16	3	0	0	1	6	5	11	4	2

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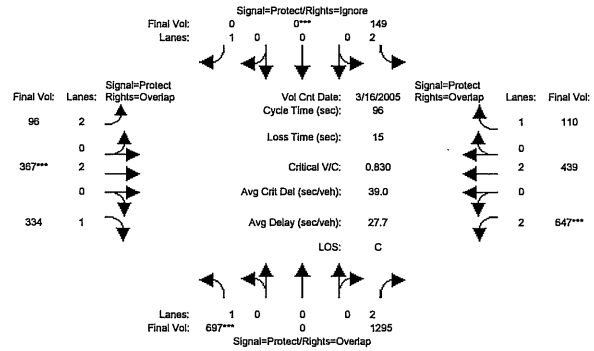
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #4038: SR 87 and Taylor St *

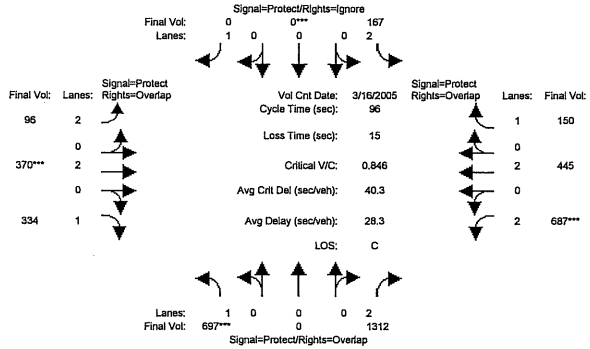


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Volume Module: >> Count Date: 16 Mar 2005 << 7:30-8:30AM												
Base Vol:	500	0	1281	140	0	49	94	344	290	621	337	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	0	1281	140	0	49	94	344	290	621	337	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	197	0	14	9	0	4	2	23	44	26	102	20
Initial Fut:	697	0	1295	149	0	53	96	367	334	647	439	110
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	697	0	1295	149	0	0	96	367	334	647	439	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	697	0	1295	149	0	0	96	367	334	647	439	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	697	0	1295	149	0	0	96	367	334	647	439	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.40	0.00	0.41	0.05	0.00	0.00	0.03	0.10	0.19	0.21	0.12	0.06
Crit Moves:	****				****			****		****		
Green Time:	46.1	0.0	57.8	12.1	0.0	0.0	13.5	11.2	57.2	23.8	21.4	33.5
Volume/Cap:	0.83	0.00	0.68	0.38	0.00	0.00	0.22	0.83	0.32	0.83	0.52	0.18
Delay/Veh:	28.6	0.0	14.0	39.1	0.0	0.0	36.8	53.9	9.8	41.7	33.3	21.9
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:	28.6	0.0	14.0	39.1	0.0	0.0	36.8	53.9	9.8	41.7	33.3	21.9
LOS by Move:	C	A	B	D	A	A	D	D	A	D	C	C
HCM2kAvgQ:	21	0	16	3	0	0	2	8	5	13	6	2

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #4038: SR 87 and Taylor St *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Volume Module: >> Count Date: 16 Mar 2005 << 7:30-8:30AM												
Base Vol:	500	0	1281	140	0	49	94	344	290	621	337	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	0	1281	140	0	49	94	344	290	621	337	90
Added Vol:	0	0	17	18	0	0	0	3	0	40	6	40
PasserByVol:	197	0	14	9	0	4	2	23	44	26	102	20
Initial Fut:	697	0	1312	167	0	53	96	370	334	687	445	150
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	697	0	1312	167	0	0	96	370	334	687	445	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	697	0	1312	167	0	0	96	370	334	687	445	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	697	0	1312	167	0	0	96	370	334	687	445	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.40	0.00	0.42	0.05	0.00	0.00	0.03	0.10	0.19	0.22	0.12	0.09
Crit Moves:	****				****			****		****		
Green Time:	45.2	0.0	57.8	12.1	0.0	0.0	13.7	11.0	56.2	24.8	22.1	34.2
Volume/Cap:	0.85	0.00	0.69	0.42	0.00	0.00	0.21	0.85	0.33	0.85	0.51	0.24
Delay/Veh:	30.4	0.0	14.1	39.4	0.0	0.0	36.6	55.8	10.4	42.0	32.8	22.0
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:	30.4	0.0	14.1	39.4	0.0	0.0	36.6	55.8	10.4	42.0	32.8	22.0
LOS by Move:	C	A	B	D	A	A	D	E	B	D	C	C
HCM2kAvgQ:	22	0	17	3	0	0	2	8	5	14	6	3

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	Existing PM				Background PM				Project PM				???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#3021 Oakland Rd and US 101 North Ramps *	C	22.8	0.828	34.1	D	41.9	0.995	52.0	D	42.2	0.999	+ 0.003	52.8	+ 0.8	?	xx.x	x.xxx	xx.x
#3022 Oakland Rd and US 101 South Ramps *	C	33.6	0.954	50.2	E	76.4	1.210	134.8	E	76.7	1.213	+ 0.003	135.9	+ 1.1	?	xx.x	x.xxx	xx.x
#3054 First St and I-880 North Ramps *	B	16.8	0.450	18.1	B	19.3	0.714	21.7	B	19.8	0.725	+ 0.010	22.2	+ 0.5	?	xx.x	x.xxx	xx.x
#3055 First St and I-880 South Ramps *	B	14.6	0.445	12.6	B	17.4	0.586	16.4	B	17.4	0.597	+ 0.011	16.4	- 0.0	?	xx.x	x.xxx	xx.x
#3467 Eleventh St and Taylor St (P)	A	8.0	0.428	10.6	B	15.3	0.618	15.9	B	15.3	0.534	- 0.084	9.6	- 6.3	?	xx.x	x.xxx	xx.x
#3469 Eleventh St and Hedding St	B	10.9	0.312	11.3	B	10.8	0.421	16.3	B	10.8	0.425	+ 0.004	16.2	- 0.0	?	xx.x	x.xxx	xx.x
#3470 Eleventh St and Jackson St	B	10.0	0.149	8.7	A	9.6	0.382	8.6	A	9.8	0.397	+ 0.015	8.8	+ 0.2	?	xx.x	x.xxx	xx.x
#3496 First St and Hedding St	D	35.5	0.480	39.4	D	35.3	0.546	40.4	D	35.4	0.571	+ 0.024	40.9	+ 0.4	?	xx.x	x.xxx	xx.x
#3498 First St and Jackson St	C	23.6	0.540	25.9	C	21.7	0.540	23.7	C	21.7	0.552	+ 0.012	23.8	+ 0.1	?	xx.x	x.xxx	xx.x
#3519 First St and Taylor St (P)	E	62.0	0.792	56.0	F	82.2	0.924	79.3	F	100.7	0.989	+ 0.066	95.5	+ 16.2	?	xx.x	x.xxx	xx.x
#3534 Fourth St and Hedding St (P)	D	37.9	0.449	36.3	D	39.5	0.525	38.1	D	39.4	0.534	+ 0.009	38.1	- 0.0	?	xx.x	x.xxx	xx.x
#3535 Fourth St and Jackson St (P)	C	24.1	0.542	24.1	C	31.0	0.719	32.2	C	33.0	0.741	+ 0.022	34.5	+ 2.3	?	xx.x	x.xxx	xx.x
#3544 Fourth St and Taylor St	C	32.2	0.651	32.6	C	33.8	0.716	35.0	C	34.1	0.786	+ 0.069	36.2	+ 1.3	?	xx.x	x.xxx	xx.x
#3576 13th St and Hedding St	D	43.3	0.523	50.3	D	42.1	0.543	43.1	D	42.2	0.549	+ 0.006	43.3	+ 0.1	?	xx.x	x.xxx	xx.x
#3580 Seventh St and Hedding St	A	8.9	0.306	8.5	A	9.5	0.342	9.2	B	10.1	0.354	+ 0.012	9.4	+ 0.2	?	xx.x	x.xxx	xx.x
#3581 Tenth St and Hedding St (P)	C	28.3	0.713	30.7	D	39.9	0.883	52.4	D	40.3	0.888	+ 0.005	53.0	+ 0.5	?	xx.x	x.xxx	xx.x
#3776 San Pedro St and Taylor St	C	34.9	0.598	32.1	D	35.2	0.617	32.4	C	35.0	0.646	+ 0.029	32.9	+ 0.5	?	xx.x	x.xxx	xx.x
#3822 Tenth St and Taylor St (P)	B	13.3	0.568	14.7	E	57.9	1.053	71.0	E	62.2	1.069	+ 0.017	76.7	+ 5.7	?	xx.x	x.xxx	xx.x
#3823 13th St and Taylor St	B	13.8	0.564	15.6	B	14.7	0.713	17.1	B	15.1	0.732	+ 0.019	17.8	+ 0.6	?	xx.x	x.xxx	xx.x
#3862 Tenth St and Jackson St	A	7.0	0.328	6.0	D	37.0	0.932	37.7	D	38.2	0.950	+ 0.018	39.2	+ 1.4	?	xx.x	x.xxx	xx.x
#3909 Seventh St and Taylor St	A	7.1	0.470	7.6	A	7.7	0.497	8.4	A	9.2	0.528	+ 0.032	9.9	+ 1.5	?	xx.x	x.xxx	xx.x
#4038 SR 87 and Taylor St *	C	27.1	0.797	32.7	C	33.5	0.888	41.4	C	34.3	0.899	+ 0.011	42.6	+ 1.2	?	xx.x	x.xxx	xx.x

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
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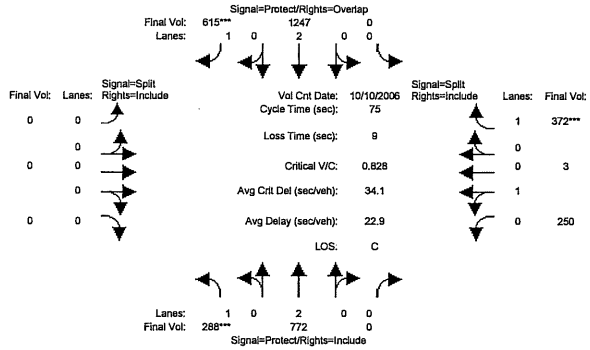
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3021: Oakland Rd and US 101 North Ramps *



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	0		0	0	10		10	10
Volume Module: >> Count Date: 10 Oct 2006 << 4:45-5:45PM																
Base Vol:	288		772	0	0		1247	615	0		0	0	250		3	372
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	288		772	0	0		1247	615	0		0	0	250		3	372
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	288		772	0	0		1247	615	0		0	0	250		3	372
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	288		772	0	0		1247	615	0		0	0	250		3	372
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	288		772	0	0		1247	615	0		0	0	250		3	372
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	288		772	0	0		1247	615	0		0	0	250		3	372
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.95		0.95	0.92
Lanes:	1.00		2.00	0.00	0.00		2.00	1.00	0.00		0.00	0.00	0.99		0.01	1.00
Final Sat.:	1750		3800	0	0		3800	1750	0		0	0	1779		21	1750
Capacity Analysis Module:																
Vol/Sat:	0.16		0.20	0.00	0.00		0.33	0.35	0.00		0.00	0.00	0.14		0.14	0.21
Crit Moves:	****							****								****
Green Time:	14.9		46.7	0.0	0.0		31.8	31.8	0.0		0.0	0.0	19.3		19.3	19.3
Volume/Cap:	0.83		0.33	0.00	0.00		0.77	0.83	0.00		0.00	0.00	0.55		0.55	0.83
Delay/Veh:	43.9		6.8	0.0	0.0		20.9	26.8	0.0		0.0	0.0	25.5		25.5	38.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	43.9		6.8	0.0	0.0		20.9	26.8	0.0		0.0	0.0	25.5		25.5	38.4
LOS by Move:	D		A	A	A		C	C	A		A	A	C		C	D
HCM2kAvgQ:	10		4	0	0		14	16	0		0	0	6		6	12

Japantown Corporation Yard Residential Mixed-Use Project
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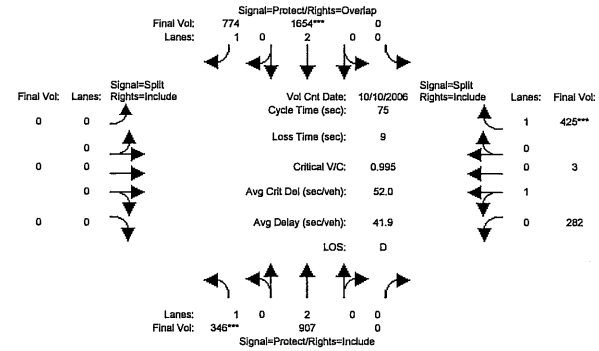
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3021: Oakland Rd and US 101 North Ramps *



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	0		0	0	10		10	10
Volume Module: >> Count Date: 10 Oct 2006 << 4:45-5:45PM																
Base Vol:	288		772	0	0		1247	615	0		0	0	250		3	372
Growth Adj:	1.03		1.03	1.03	1.07		1.07	1.07	1.00		1.00	1.00	1.01		1.01	1.01
Initial Bse:	297		796	0	0		1335	658	0		0	0	253		3	376
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	49		111	0	0		319	116	0		0	0	29		0	49
Initial Fut:	346		907	0	0		1654	774	0		0	0	282		3	425
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	346		907	0	0		1654	774	0		0	0	282		3	425
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	346		907	0	0		1654	774	0		0	0	282		3	425
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	346		907	0	0		1654	774	0		0	0	282		3	425
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.95		0.95	0.92
Lanes:	1.00		2.00	0.00	0.00		2.00	1.00	0.00		0.00	0.00	0.99		0.01	1.00
Final Sat.:	1750		3800	0	0		3800	1750	0		0	0	1781		19	1750
Capacity Analysis Module:																
Vol/Sat:	0.20		0.24	0.00	0.00		0.44	0.44	0.00		0.00	0.00	0.16		0.16	0.24
Crit Moves:	****						****									****
Green Time:	14.9		47.7	0.0	0.0		32.8	32.8	0.0		0.0	0.0	18.3		18.3	18.3
Volume/Cap:	1.00		0.38	0.00	0.00		1.00	1.01	0.00		0.00	0.00	0.65		0.65	1.00
Delay/Veh:	77.0		6.6	0.0	0.0		42.0	56.7	0.0		0.0	0.0	28.8		28.8	70.6
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:	77.0		6.6	0.0	0.0		42.0	56.7	0.0		0.0	0.0	28.8		28.8	70.6
LOS by Move:	E		A	A	A		D	E	A		A	A	C		C	E
HCM2kAvgQ:	15		5	0	0		27	28	0		0	0	7		7	17

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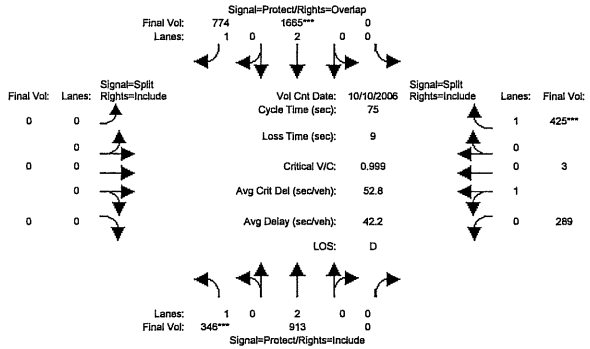
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #3021: Oakland Rd and US 101 North Ramps *

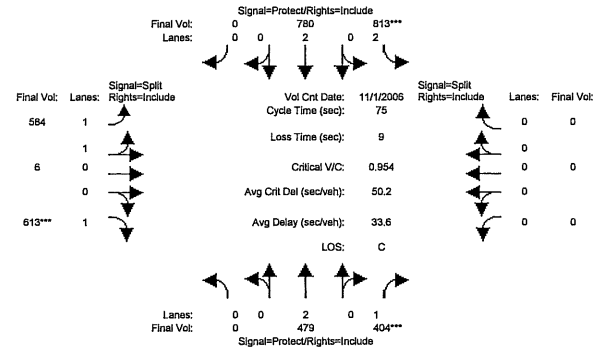


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Volume Module: >> Count Date: 10 Oct 2006 << 4:45-5:45PM												
Base Vol:	288	772	0	0	1247	615	0	0	0	250	3	372
Growth Adj:	1.03	1.03	1.03	1.07	1.07	1.07	1.00	1.00	1.00	1.01	1.01	1.01
Initial Bse:	297	796	0	0	1335	658	0	0	0	253	3	376
Added Vol:	0	6	0	0	11	0	0	0	0	7	0	0
ATI:	49	111	0	0	319	116	0	0	0	29	0	49
Initial Fut:	346	913	0	0	1665	774	0	0	0	289	3	425
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	913	0	0	1665	774	0	0	0	289	3	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	913	0	0	1665	774	0	0	0	289	3	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	346	913	0	0	1665	774	0	0	0	289	3	425
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1781	19	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.24	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.16	0.16	0.24
Crit Moves:	****				****							****
Green Time:	14.8	47.7	0.0	0.0	32.9	32.9	0.0	0.0	0.0	18.3	18.3	18.3
Volume/Cap:	1.00	0.38	0.00	0.00	1.00	1.01	0.00	0.00	0.00	0.67	0.67	1.00
Delay/Veh:	78.1	6.6	0.0	0.0	42.8	55.7	0.0	0.0	0.0	29.5	29.5	71.6
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:	78.1	6.6	0.0	0.0	42.8	55.7	0.0	0.0	0.0	29.5	29.5	71.6
LOS by Move:	E	A	A	A	D	E	A	A	A	C	C	E
HCM2kAvgQ:	15	5	0	0	27	28	0	0	0	8	8	17

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3022: Oakland Rd and US 101 South Ramps *

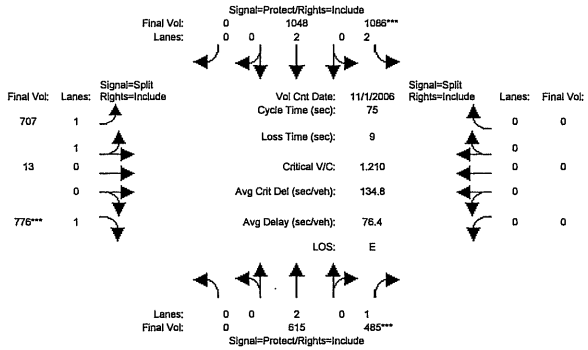


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Volume Module: >> Count Date: 1 Nov 2006 << 4:45-5:45PM												
Base Vol:	0	479	404	813	780	0	584	6	613	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	479	404	813	780	0	584	6	613	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	479	404	813	780	0	584	6	613	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	479	404	813	780	0	584	6	613	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	479	404	813	780	0	584	6	613	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	479	404	813	780	0	584	6	613	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3514	36	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.23	0.26	0.21	0.00	0.17	0.17	0.35	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	18.2	18.2	20.3	38.5	0.0	27.5	27.5	27.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.95	0.95	0.40	0.00	0.45	0.45	0.95	0.00	0.00	0.00
Delay/Veh:	0.0	25.2	60.0	47.3	11.3	0.0	18.3	18.3	47.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.2	60.0	47.3	11.3	0.0	18.3	18.3	47.6	0.0	0.0	0.0
LOS by Move:	A	C	E	D	B	A	B	B	D	A	A	A
HCM2kAvgQ:	0	5	15	17	6	0	6	6	21	0	0	0

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3022: Oakland Rd and US 101 South Ramps *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Volume Module: >> Count Date: 1 Nov 2006 << 4:45-5:45PM												
Base Vol:	0	479	404	813	780	0	584	6	613	0	0	0
Growth Adj:	1.03	1.03	1.03	1.07	1.07	1.07	1.05	1.05	1.05	1.00	1.00	1.00
Initial Bse:	0	495	418	867	832	0	610	6	641	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	120	67	219	216	0	97	7	135	0	0	0
Initial Fut:	0	615	485	1086	1048	0	707	13	776	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	615	485	1086	1048	0	707	13	776	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	615	485	1086	1048	0	707	13	776	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	615	485	1086	1048	0	707	13	776	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3485	65	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.28	0.34	0.28	0.00	0.20	0.20	0.44	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	17.2	17.2	21.4	38.5	0.0	27.5	27.5	27.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.71	1.21	1.21	0.54	0.00	0.55	0.55	1.21	0.00	0.00	0.00
Delay/Veh:	0.0	29.3	144.8	131.9	12.5	0.0	19.4	19.4	132.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.3	144.8	131.9	12.5	0.0	19.4	19.4	132.5	0.0	0.0	0.0
LOS by Move:	A	C	F	F	B	A	B	B	F	A	A	A
HCM2kAvgQ:	0	8	27	32	8	0	8	8	40	0	0	0

Japantown Corporation Yard Residential Mixed-Use Project
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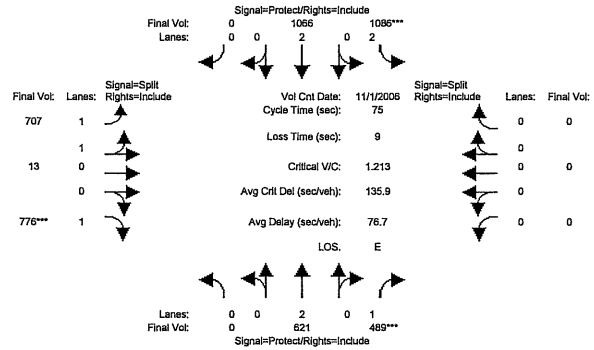
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #3022: Oakland Rd and US 101 South Ramps *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Volume Module: >> Count Date: 1 Nov 2006 << 4:45-5:45PM												
Base Vol:	0	479	404	813	780	0	584	6	613	0	0	0
Growth Adj:	1.03	1.03	1.03	1.07	1.07	1.07	1.05	1.05	1.05	1.00	1.00	1.00
Initial Bse:	0	495	418	867	832	0	610	6	641	0	0	0
Added Vol:	0	6	4	0	18	0	0	0	0	0	0	0
ATI:	0	120	67	219	216	0	97	7	135	0	0	0
Initial Fut:	0	621	489	1086	1066	0	707	13	776	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	621	489	1086	1066	0	707	13	776	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	621	489	1086	1066	0	707	13	776	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	621	489	1086	1066	0	707	13	776	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3485	65	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.28	0.34	0.28	0.00	0.20	0.20	0.44	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	17.3	17.3	21.3	38.6	0.0	27.4	27.4	27.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.71	1.21	1.21	0.55	0.00	0.56	0.56	1.21	0.00	0.00	0.00
Delay/Veh:	0.0	29.3	145.6	133.0	12.6	0.0	19.5	19.5	133.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.3	145.6	133.0	12.6	0.0	19.5	19.5	133.7	0.0	0.0	0.0
LOS by Move:	A	C	F	F	B	A	B	B	F	A	A	A
HCM2kAvgQ:	0	8	27	32	9	0	8	8	41	0	0	0

Japantown Corporation Yard Residential Mixed-Use Project
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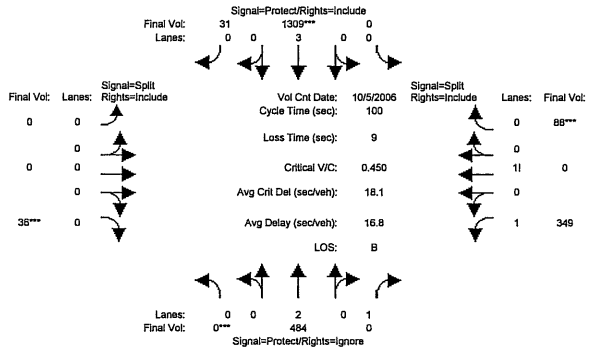
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3054: First St and I-880 North Ramps *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	0	0	0	0	10	0	10
Volume Module: >> Count Date: 5 Oct 2006 <<												
Base Vol:	0	484	122	0	1309	31	0	0	36	349	0	88
Growth Adj:	1.00	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	484	122	0	1309	31	0	0	36	349	0	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	484	122	0	1309	31	0	0	36	349	0	88
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	484	0	0	1309	31	0	0	36	349	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	484	0	0	1309	31	0	0	36	349	0	88
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	484	0	0	1309	31	0	0	36	349	0	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.93	0.07	0.00	0.00	1.00	1.66	0.00	0.34
Final Sat.:	0	3800	1750	0	5470	130	0	0	1750	2913	0	587
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.24	0.24	0.00	0.00	0.02	0.12	0.00	0.15
Crit Moves:	****				****				****			****
Green Time:	0.0	53.1	0.0	0.0	53.1	53.1	0.0	0.0	4.6	33.3	0.0	33.3
Volume/Cap:	0.00	0.24	0.00	0.00	0.45	0.45	0.00	0.00	0.45	0.36	0.00	0.45
Delay/Veh:	0.0	12.6	0.0	0.0	14.5	14.5	0.0	0.0	50.5	25.5	0.0	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.6	0.0	0.0	14.5	14.5	0.0	0.0	50.5	25.5	0.0	26.5
LOS by Move:	A	B	A	A	B	B	A	A	D	C	A	C
HCM2kAvgQ:	0	4	0	0	9	9	0	0	2	5	0	7

Japantown Corporation Yard Residential Mixed-Use Project
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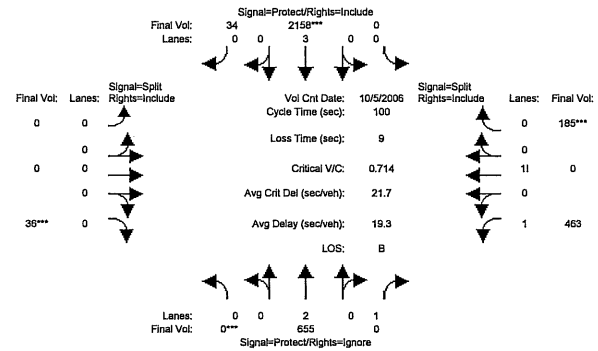
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3054: First St and I-880 North Ramps *

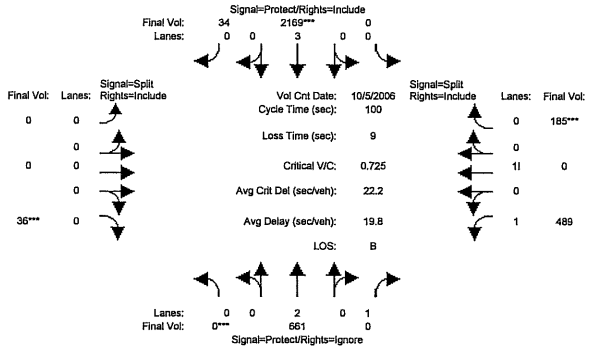


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	0	0	0	0	10	0	10
Volume Module: >> Count Date: 5 Oct 2006 <<												
Base Vol:	0	484	122	0	1309	31	0	0	36	349	0	88
Growth Adj:	1.03	1.03	1.03	1.11	1.11	1.11	1.00	1.00	1.00	1.10	1.10	1.10
Initial Bse:	0	499	126	0	1453	34	0	0	36	384	0	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	156	26	0	705	0	0	0	0	79	0	88
Initial Fut:	0	655	152	0	2158	34	0	0	36	463	0	185
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	655	0	0	2158	34	0	0	36	463	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	655	0	0	2158	34	0	0	36	463	0	185
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	655	0	0	2158	34	0	0	36	463	0	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.95	0.05	0.00	0.00	1.00	1.56	0.00	0.44
Final Sat.:	0	3800	1750	0	5512	88	0	0	1750	2723	0	777
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.39	0.39	0.00	0.00	0.02	0.17	0.00	0.24
Crit Moves:	****				****				****			****
Green Time:	0.0	54.8	0.0	0.0	54.8	54.8	0.0	0.0	2.9	33.3	0.0	33.3
Volume/Cap:	0.00	0.31	0.00	0.00	0.71	0.71	0.00	0.00	0.71	0.51	0.00	0.71
Delay/Veh:	0.0	12.4	0.0	0.0	17.6	17.6	0.0	0.0	86.6	27.1	0.0	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.4	0.0	0.0	17.6	17.6	0.0	0.0	86.6	27.1	0.0	31.9
LOS by Move:	A	B	A	A	B	B	A	A	F	C	A	C
HCM2kAvgQ:	0	5	0	0	18	18	0	0	3	8	0	13

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3054: First St and I-880 North Ramps *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	0	0	0	0	10	0	10
Volume Module: >> Count Date: 5 Oct 2006 <<												
Base Vol:	0	484	122	0	1309	31	0	0	36	349	0	88
Growth Adj:	1.03	1.03	1.03	1.11	1.11	1.11	1.00	1.00	1.00	1.10	1.10	1.10
Initial Bse:	0	499	126	0	1453	34	0	0	36	384	0	97
Added Vol:	0	6	0	0	11	0	0	0	0	26	0	0
PasserByVol:	0	156	26	0	705	0	0	0	0	79	0	88
Initial Fut:	0	661	152	0	2169	34	0	0	36	489	0	185
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	661	0	0	2169	34	0	0	36	489	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	661	0	0	2169	34	0	0	36	489	0	185
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	661	0	0	2169	34	0	0	36	489	0	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.95	0.05	0.00	0.00	1.00	1.57	0.00	0.43
Final Sat.:	0	3800	1750	0	5512	87	0	0	1750	2747	0	753
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.39	0.39	0.00	0.00	0.02	0.18	0.00	0.25
Crit Moves:	****				****				****			****
Green Time:	0.0	54.3	0.0	0.0	54.3	54.3	0.0	0.0	2.8	33.9	0.0	33.9
Volume/Cap:	0.00	0.32	0.00	0.00	0.72	0.72	0.00	0.00	0.72	0.53	0.00	0.72
Delay/Veh:	0.0	12.7	0.0	0.0	18.1	18.1	0.0	0.0	89.3	27.0	0.0	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.7	0.0	0.0	18.1	18.1	0.0	0.0	89.3	27.0	0.0	31.8
LOS by Move:	A	B	A	A	B	B	A	A	F	C	A	C
HCM2kAvgQ:	0	6	0	0	18	18	0	0	3	9	0	14

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
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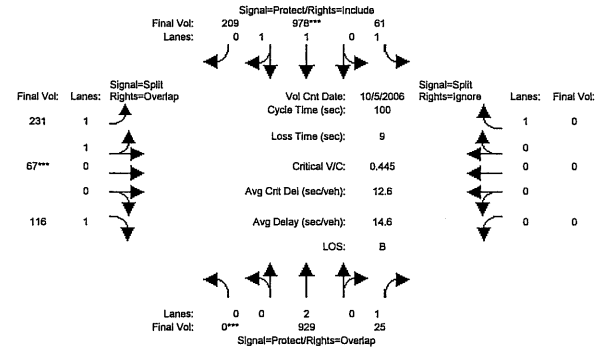
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3055: First St and I-880 South Ramps *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	10
Volume Module: >> Count Date: 5 Oct 2006 <<												
Base Vol:	0	929	25	61	978	209	231	67	116	0	0	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	929	25	61	978	209	231	67	116	0	0	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	929	25	61	978	209	231	67	116	0	0	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	929	25	61	978	209	231	67	116	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	929	25	61	978	209	231	67	116	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	929	25	61	978	209	231	67	116	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.64	0.36	1.56	0.44	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3048	651	2752	798	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.01	0.03	0.32	0.32	0.08	0.08	0.07	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	0.0	56.1	56.1	16.1	72.1	72.1	18.9	18.9	18.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.03	0.22	0.44	0.44	0.44	0.44	0.35	0.00	0.00	0.00
Delay/Veh:	0.0	13.4	9.8	38.3	6.3	6.3	38.1	38.1	38.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.4	9.8	38.3	6.3	6.3	38.1	38.1	38.2	0.0	0.0	0.0
LOS by Move:	A	B	A	D	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	8	0	2	8	8	5	5	4	0	0	0

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
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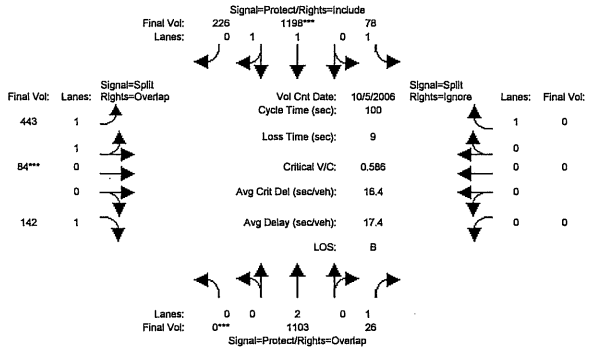
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3055: First St and I-880 South Ramps *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	10
Volume Module: >> Count Date: 5 Oct 2006 <<												
Base Vol:	0	929	25	61	978	209	231	67	116	0	0	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	929	25	61	978	209	231	67	116	0	0	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	174	1	17	220	17	212	17	26	0	0	23
Initial Fut:	0	1103	26	78	1198	226	443	84	142	0	0	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1103	26	78	1198	226	443	84	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1103	26	78	1198	226	443	84	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1103	26	78	1198	226	443	84	142	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.67	0.33	1.69	0.31	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3112	587	2984	566	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.01	0.04	0.38	0.38	0.15	0.15	0.08	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	0.0	52.9	52.9	12.8	65.7	65.7	25.3	25.3	25.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.03	0.35	0.59	0.59	0.59	0.59	0.32	0.00	0.00	0.00
Delay/Veh:	0.0	15.9	11.3	40.8	10.0	10.0	33.7	33.7	30.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.9	11.3	40.8	10.0	10.0	33.7	33.7	30.8	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	11	0	3	13	13	8	8	4	0	0	0

Japantown Corporation Yard Residential Mixed-Use Project
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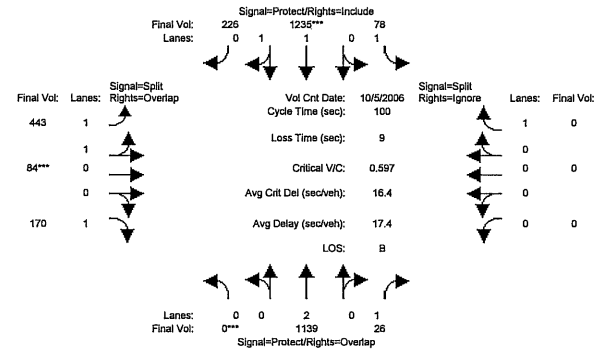
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3055: First St and I-880 South Ramps *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	10
Volume Module: >> Count Date: 5 Oct 2006 <<												
Base Vol:	0	929	25	61	978	209	231	67	116	0	0	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	929	25	61	978	209	231	67	116	0	0	145
Added Vol:	0	36	0	0	37	0	0	0	28	0	0	0
PasserByVol:	0	174	1	17	220	17	212	17	26	0	0	23
Initial Fut:	0	1139	26	78	1235	226	443	84	170	0	0	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1139	26	78	1235	226	443	84	170	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1139	26	78	1235	226	443	84	170	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	1139	26	78	1235	226	443	84	170	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.68	0.32	1.69	0.31	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3127	572	2984	566	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.01	0.04	0.39	0.39	0.15	0.15	0.10	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	0.0	53.6	53.6	12.5	66.1	66.1	24.9	24.9	24.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.56	0.03	0.36	0.60	0.60	0.60	0.60	0.39	0.00	0.00	0.00
Delay/Veh:	0.0	15.7	10.9	41.0	9.9	9.9	34.3	34.3	31.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.7	10.9	41.0	9.9	9.9	34.3	34.3	31.8	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	12	0	3	13	13	8	8	5	0	0	0

Japantown Corporation Yard Residential Mixed-Use Project
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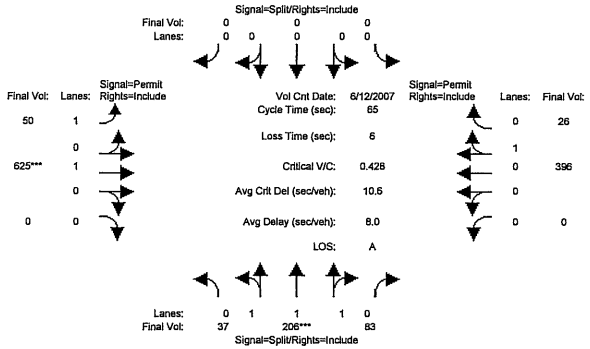
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3467: Eleventh St and Taylor St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Volume Module: >> Count Date: 12 Jun 2007 << 4:45-5:45PM												
Base Vol:	37	206	83	0	0	0	50	625	0	0	396	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	206	83	0	0	0	50	625	0	0	396	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	206	83	0	0	0	50	625	0	0	396	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	206	83	0	0	0	50	625	0	0	396	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	206	83	0	0	0	50	625	0	0	396	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	206	83	0	0	0	50	625	0	0	396	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.35	1.87	0.78	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.94	0.06
Final Sat.:	624	3475	1400	0	0	0	1750	1900	0	0	1689	111
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.00	0.00	0.00	0.03	0.33	0.00	0.00	0.23	0.23
Crit Moves:		****						****				
Green Time:	10.0	10.0	10.0	0.0	0.0	0.0	49.0	49.0	0.0	0.0	49.0	49.0
Volume/Cap:	0.39	0.39	0.39	0.00	0.00	0.00	0.04	0.44	0.00	0.00	0.31	0.31
Delay/Veh:	25.0	25.0	25.0	0.0	0.0	0.0	2.0	3.1	0.0	0.0	2.7	2.7
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:	25.0	25.0	25.0	0.0	0.0	0.0	2.0	3.1	0.0	0.0	2.7	2.7
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	0	0	0	0	5	0	0	3	3

Japantown Corporation Yard Residential Mixed-Use Project
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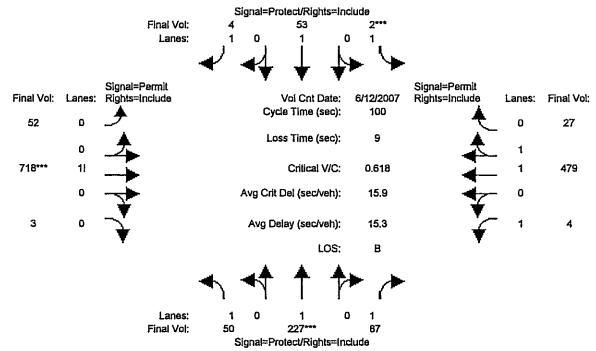
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3467: Eleventh St and Taylor St (P)

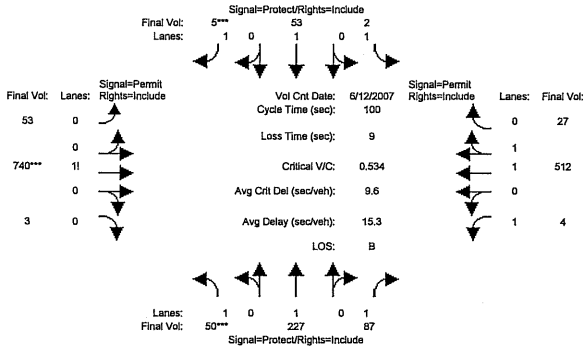


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 12 Jun 2007 << 4:45-5:45PM												
Base Vol:	37	206	83	0	0	0	50	625	0	0	396	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	206	83	0	0	0	50	625	0	0	396	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	13	21	4	2	53	4	2	93	3	4	83	1
Initial Fut:	50	227	87	2	53	4	52	718	3	4	479	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	227	87	2	53	4	52	718	3	4	479	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	227	87	2	53	4	52	718	3	4	479	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	227	87	2	53	4	52	718	3	4	479	27
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	0.92	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.06	0.93	0.01	1.00	1.89	0.11
Final Sat.:	1750	1900	1750	1750	1900	1750	118	1625	7	1750	3502	197
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.05	0.00	0.03	0.00	0.44	0.44	0.44	0.00	0.14	0.14
Crit Moves:		****		****				****				
Green Time:	14.0	19.3	19.3	0.2	5.6	5.6	71.5	71.5	71.5	71.5	71.5	71.5
Volume/Cap:	0.20	0.62	0.26	0.62	0.50	0.04	0.62	0.62	0.62	0.00	0.19	0.19
Delay/Veh:	38.5	40.1	34.6	229.6	49.6	44.9	8.2	8.2	8.2	4.1	4.7	4.7
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:	38.5	40.1	34.6	229.6	49.6	44.9	8.2	8.2	8.2	4.1	4.7	4.7
LOS by Move:	D	D	C	F	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	7	3	1	2	0	13	13	13	0	3	3

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3467: Eleventh St and Taylor St (P)

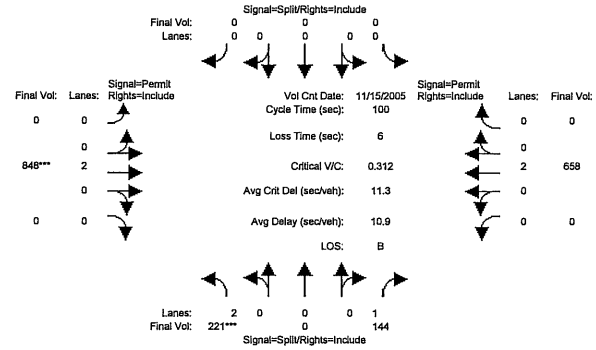


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Volume Module: >> Count Date: 12 Jun 2007 << 4:45-5:45PM																
Base Vol:	37		206	83	0		0	0	50		625	0	0		396	26
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	37		206	83	0		0	0	50		625	0	0		396	26
Added Vol:	0		0	0	0		0	1	1		22	0	0		33	0
PasserByVol:	13		21	4	2		53	4	2		93	3	4		83	1
Initial Fut:	50		227	87	2		53	5	53		740	3	4		512	27
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	50		227	87	2		53	5	53		740	3	4		512	27
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	50		227	87	2		53	5	53		740	3	4		512	27
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	50		227	87	2		53	5	53		740	3	4		512	27
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		0.92	0.92	0.92		0.98	0.95
Lanes:	1.00		1.00	1.00	1.00		1.00	1.00	0.06		0.93	0.01	1.00		1.90	0.10
Final Sat.:	1750		1900	1750	1750		1900	1750	117		1627	7	1750		3515	185
Capacity Analysis Module:																
Vol/Sat:	0.03		0.12	0.05	0.00		0.03	0.00	0.45		0.45	0.45	0.00		0.15	0.15
Crit Moves:	****							****			****					
Green Time:	7.0		16.8	16.8	0.2		10.0	10.0	74.0		74.0	74.0	74.0		74.0	74.0
Volume/Cap:	0.41		0.71	0.30	0.71		0.28	0.03	0.61		0.61	0.61	0.00		0.20	0.20
Delay/Veh:	46.7		46.5	36.9	326.7		42.5	40.7	7.1		7.1	7.1	3.4		4.0	4.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	46.7		46.5	36.9	326.7		42.5	40.7	7.1		7.1	7.1	3.4		4.0	4.0
LOS by Move:	D		D	D	F		D	D	A		A	A	A		A	A
HCM2kAvgQ:	2		8	3	1		2	0	13		13	13	0		3	3

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3469: Eleventh St and Hedding St

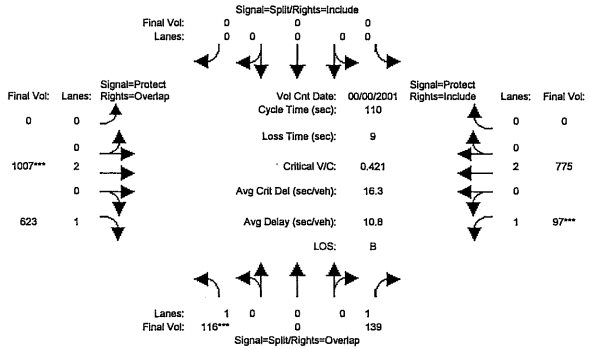


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	0		0	0	0		10	0	0		10	0
Volume Module: >> Count Date: 15 Nov 2005 << 4:30-5:30PM																
Base Vol:	221		0	144	0		0	0	0		848	0	0		658	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	221		0	144	0		0	0	0		848	0	0		658	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	221		0	144	0		0	0	0		848	0	0		658	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:	221		0	144	0		0	0	0		848	0	0		658	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	221		0	144	0		0	0	0		848	0	0		658	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	221		0	144	0		0	0	0		848	0	0		658	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	2.00		0.00	1.00	0.00		0.00	0.00	0.00		2.00	0.00	0.00		2.00	0.00
Final Sat.:	3150		0	1750	0		0	0	0		3800	0	0		3800	0
Capacity Analysis Module:																
Vol/Sat:	0.07		0.00	0.08	0.00		0.00	0.00	0.00		0.22	0.00	0.00		0.17	0.00
Crit Moves:	****										****					
Green Time:	25.3		0.0	25.3	0.0		0.0	0.0	0.0		68.7	0.0	0.0		68.7	0.0
Volume/Cap:	0.28		0.00	0.32	0.00		0.00	0.00	0.00		0.32	0.00	0.00		0.25	0.00
Delay/Veh:	30.2		0.0	30.8	0.0		0.0	0.0	0.0		6.4	0.0	0.0		6.0	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:	30.2		0.0	30.8	0.0		0.0	0.0	0.0		6.4	0.0	0.0		6.0	0.0
LOS by Move:	C		A	C	A		A	A	A		A	A	A		A	A
HCM2kAvgQ:	3		0	4	0		0	0	0		5	0	0		4	0

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3469: Eleventh St and Hedding St

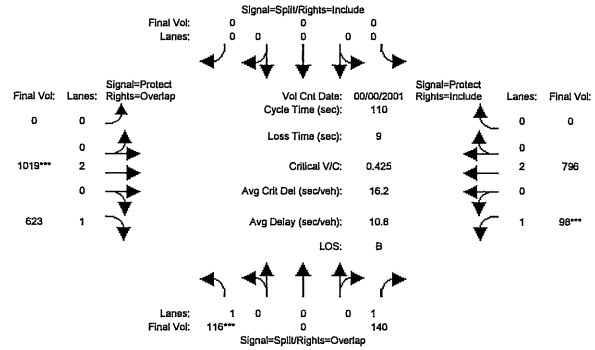


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Volume Module: >> Count Date: 0 2001 << PM												
Base Vol:	104	0	125	0	0	0	0	927	580	91	664	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	0	125	0	0	0	0	927	580	91	664	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	12	0	14	0	0	0	0	80	43	6	111	0
Initial Fut:	116	0	139	0	0	0	0	1007	623	97	775	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:	116	0	139	0	0	0	0	1007	623	97	775	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	0	139	0	0	0	0	1007	623	97	775	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	116	0	139	0	0	0	0	1007	623	97	775	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	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.08	0.00	0.00	0.00	0.00	0.27	0.36	0.06	0.20	0.00
Crit Moves:	****							****		****		
Green Time:	17.3	0.0	31.8	0.0	0.0	0.0	0.0	69.2	86.5	14.5	83.7	0.0
Volume/Cap:	0.42	0.00	0.27	0.00	0.00	0.00	0.00	0.42	0.45	0.42	0.27	0.00
Delay/Veh:	42.9	0.0	30.5	0.0	0.0	0.0	0.0	10.4	4.1	45.2	4.0	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:	42.9	0.0	30.5	0.0	0.0	0.0	0.0	10.4	4.1	45.2	4.0	0.0
LOS by Move:	D	A	C	A	A	A	A	B	A	D	A	A
HCM2kAvgQ:	4	0	4	0	0	0	0	8	8	4	4	0

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3469: Eleventh St and Hedding St

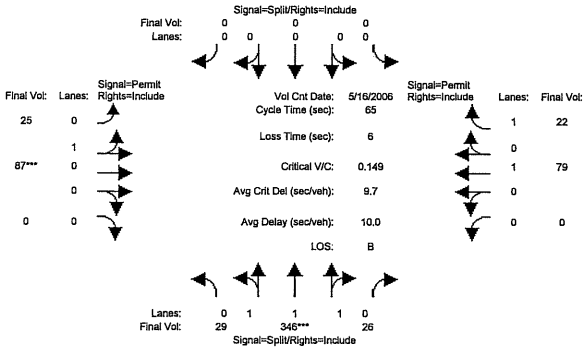


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Volume Module: >> Count Date: 0 2001 << PM												
Base Vol:	104	0	125	0	0	0	0	927	580	91	664	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	0	125	0	0	0	0	927	580	91	664	0
Added Vol:	0	0	1	0	0	0	0	12	0	1	21	0
PasserByVol:	12	0	14	0	0	0	0	80	43	6	111	0
Initial Fut:	116	0	140	0	0	0	0	1019	623	98	796	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:	116	0	140	0	0	0	0	1019	623	98	796	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	0	140	0	0	0	0	1019	623	98	796	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	116	0	140	0	0	0	0	1019	623	98	796	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	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.08	0.00	0.00	0.00	0.00	0.27	0.36	0.06	0.21	0.00
Crit Moves:	****							****		****		
Green Time:	17.1	0.0	31.6	0.0	0.0	0.0	0.0	69.4	86.5	14.5	83.9	0.0
Volume/Cap:	0.43	0.00	0.28	0.00	0.00	0.00	0.00	0.43	0.45	0.43	0.27	0.00
Delay/Veh:	43.0	0.0	30.6	0.0	0.0	0.0	0.0	10.4	4.1	45.2	4.0	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:	43.0	0.0	30.6	0.0	0.0	0.0	0.0	10.4	4.1	45.2	4.0	0.0
LOS by Move:	D	A	C	A	A	A	A	B	A	D	A	A
HCM2kAvgQ:	4	0	4	0	0	0	0	9	8	4	4	0

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3470: Eleventh St and Jackson St

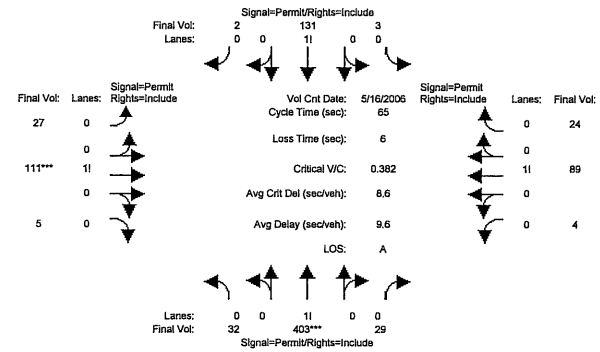


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Volume Module: >> Count Date: 16 May 2006 <<												
Base Vol:	29	346	26	0	0	0	25	87	0	0	79	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	346	26	0	0	0	25	87	0	0	79	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	346	26	0	0	0	25	87	0	0	79	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	346	26	0	0	0	25	87	0	0	79	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	346	26	0	0	0	25	87	0	0	79	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	346	26	0	0	0	25	87	0	0	79	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.22	2.58	0.20	0.00	0.00	0.00	0.22	0.78	0.00	0.00	1.00	1.00
Final Sat.:	398	4745	357	0	0	0	402	1398	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.04	0.01
Crit Moves:		****						****				
Green Time:	31.8	31.8	31.8	0.0	0.0	0.0	27.2	27.2	0.0	0.0	27.2	27.2
Volume/Cap:	0.15	0.15	0.15	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.10	0.03
Delay/Veh:	9.2	9.2	9.2	0.0	0.0	0.0	11.8	11.8	0.0	0.0	11.5	11.2
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:	9.2	9.2	9.2	0.0	0.0	0.0	11.8	11.8	0.0	0.0	11.5	11.2
LOS by Move:	A	A	A	A	A	A	B	B	A	A	B	B
HCM2kAvgQ:	2	2	2	0	0	0	1	1	0	0	1	0

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3470: Eleventh St and Jackson St

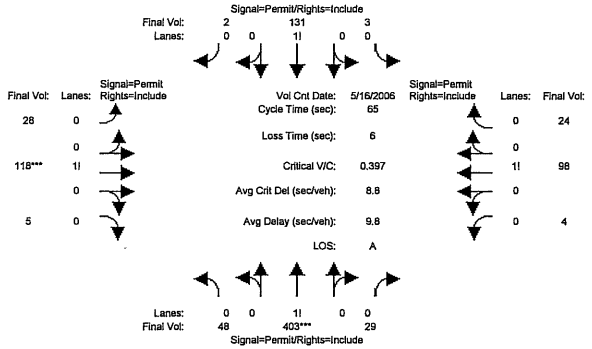


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 16 May 2006 <<												
Base Vol:	29	346	26	0	0	0	25	87	0	0	79	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	346	26	0	0	0	25	87	0	0	79	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	3	57	3	3	131	2	2	24	5	4	10	2
Initial Fut:	32	403	29	3	131	2	27	111	5	4	89	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	403	29	3	131	2	27	111	5	4	89	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	403	29	3	131	2	27	111	5	4	89	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	32	403	29	3	131	2	27	111	5	4	89	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.07	0.87	0.06	0.02	0.97	0.01	0.19	0.78	0.03	0.03	0.76	0.21
Final Sat.:	121	1520	109	39	1686	26	330	1358	61	60	1331	359
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.08	0.08	0.08	0.08	0.08	0.08	0.07	0.07	0.07
Crit Moves:		****						****				
Green Time:	45.1	45.1	45.1	45.1	45.1	45.1	13.9	13.9	13.9	13.9	13.9	13.9
Volume/Cap:	0.38	0.38	0.38	0.11	0.11	0.11	0.38	0.38	0.38	0.31	0.31	0.31
Delay/Veh:	4.3	4.3	4.3	3.3	3.3	3.3	22.5	22.5	22.5	22.0	22.0	22.0
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:	4.3	4.3	4.3	3.3	3.3	3.3	22.5	22.5	22.5	22.0	22.0	22.0
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	4	4	4	1	1	1	3	3	3	2	2	2

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3470: Eleventh St and Jackson St

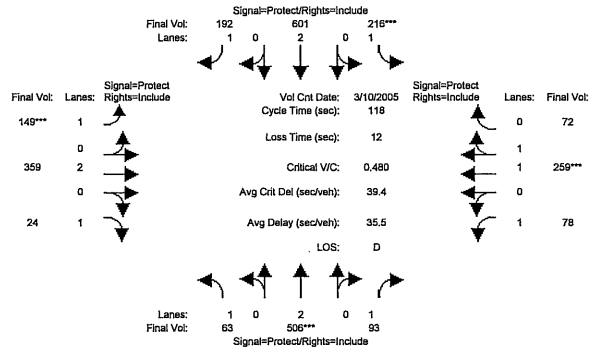


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 16 May 2006 <<												
Base Vol:	29	346	26	0	0	0	25	87	0	0	79	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	346	26	0	0	0	25	87	0	0	79	22
Added Vol:	16	0	0	0	0	0	1	7	0	0	9	0
PasserByVol:	3	57	3	3	131	2	2	24	5	4	10	2
Initial Fut:	48	403	29	3	131	2	28	118	5	4	98	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	403	29	3	131	2	28	118	5	4	98	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	403	29	3	131	2	28	118	5	4	98	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	48	403	29	3	131	2	28	118	5	4	98	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.10	0.84	0.06	0.02	0.97	0.01	0.19	0.78	0.03	0.03	0.78	0.19
Final Sat.:	175	1469	106	39	1686	26	325	1368	58	56	1361	333
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.08	0.08	0.08	0.09	0.09	0.09	0.07	0.07	0.07
Crit Moves:		****						****				
Green Time:	44.9	44.9	44.9	44.9	44.9	44.9	14.1	14.1	14.1	14.1	14.1	14.1
Volume/Cap:	0.40	0.40	0.40	0.11	0.11	0.11	0.40	0.40	0.40	0.33	0.33	0.33
Delay/Veh:	4.5	4.5	4.5	3.4	3.4	3.4	22.5	22.5	22.5	22.0	22.0	22.0
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:	4.5	4.5	4.5	3.4	3.4	3.4	22.5	22.5	22.5	22.0	22.0	22.0
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	5	5	5	1	1	1	3	3	3	3	3	3

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3496: First St and Hedding St

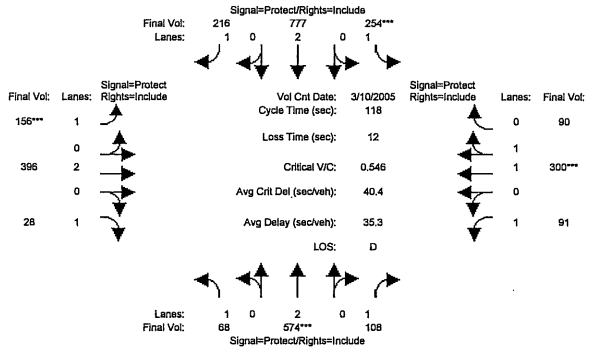


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 10 Mar 2005 <<												
Base Vol:	63	506	93	216	601	192	149	359	24	78	259	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	506	93	216	601	192	149	359	24	78	259	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	506	93	216	601	192	149	359	24	78	259	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	506	93	216	601	192	149	359	24	78	259	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	506	93	216	601	192	149	359	24	78	259	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	506	93	216	601	192	149	359	24	78	259	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2895	805
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.05	0.12	0.16	0.11	0.09	0.09	0.01	0.04	0.09	0.09
Crit Moves:		****		****			****				****	
Green Time:	17.2	32.7	32.7	30.3	45.9	45.9	20.9	26.4	26.4	16.6	22.0	22.0
Volume/Cap:	0.25	0.48	0.19	0.48	0.41	0.28	0.48	0.42	0.06	0.32	0.48	0.48
Delay/Veh:	45.2	35.9	32.7	38.0	26.4	25.0	44.8	39.6	36.1	46.4	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	35.9	32.7	38.0	26.4	25.0	44.8	39.6	36.1	46.4	43.4	43.4
LOS by Move:	D	D	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	8	3	7	8	5	6	6	1	3	6	6

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3496: First St and Hedding St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 10 Mar 2005 <<												
Base Vol:	63	506	93	216	601	192	149	359	24	78	259	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	506	93	216	601	192	149	359	24	78	259	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	68	15	38	176	24	7	37	4	13	41	18
Initial Fut:	68	574	108	254	777	216	156	396	28	91	300	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	574	108	254	777	216	156	396	28	91	300	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	574	108	254	777	216	156	396	28	91	300	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	68	574	108	254	777	216	156	396	28	91	300	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.53	0.47
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2846	854
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.06	0.15	0.20	0.12	0.09	0.10	0.02	0.05	0.11	0.11
Crit Moves:		****		****			****				****	
Green Time:	14.4	32.6	32.6	31.3	49.6	49.6	19.3	26.8	26.8	15.2	22.8	22.8
Volume/Cap:	0.32	0.55	0.22	0.55	0.49	0.29	0.55	0.46	0.07	0.40	0.55	0.55
Delay/Veh:	48.2	37.0	33.2	38.6	25.2	22.8	47.6	39.7	35.9	48.4	43.8	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	37.0	33.2	38.6	25.2	22.8	47.6	39.7	35.9	48.4	43.8	43.8
LOS by Move:	D	D	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	9	3	9	10	5	6	6	1	4	7	7

Japantown Corporation Yard Residential Mixed-Use Project
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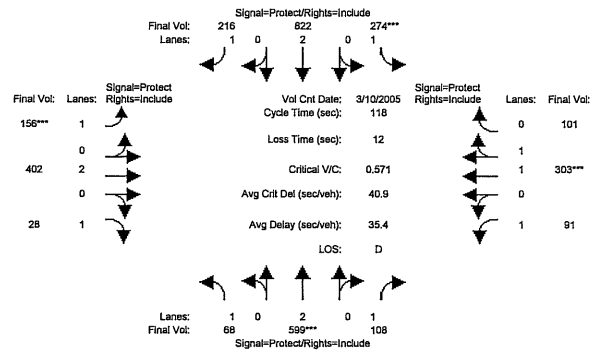
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #3496: First St and Hedding St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 10 Mar 2005 <<												
Base Vol:	63	506	93	216	601	192	149	359	24	78	259	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	506	93	216	601	192	149	359	24	78	259	72
Added Vol:	0	25	0	20	45	0	0	6	0	0	3	11
PasserByVol:	5	68	15	38	176	24	7	37	4	13	41	18
Initial Fut:	68	599	108	274	822	216	156	402	28	91	303	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:	68	599	108	274	822	216	156	402	28	91	303	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	599	108	274	822	216	156	402	28	91	303	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
Final Vol.:	68	599	108	274	822	216	156	402	28	91	303	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.49	0.51
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2774	925
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.06	0.16	0.22	0.12	0.09	0.11	0.02	0.05	0.11	0.11
Crit Moves:		****		****			****				****	
Green Time:	14.0	32.6	32.6	32.4	51.0	51.0	18.4	26.3	26.3	14.7	22.6	22.6
Volume/Cap:	0.33	0.57	0.22	0.57	0.50	0.29	0.57	0.47	0.07	0.42	0.57	0.57
Delay/Veh:	48.6	37.4	33.2	38.5	24.5	21.9	49.0	40.3	36.3	48.9	44.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	37.4	33.2	38.5	24.5	21.9	49.0	40.3	36.3	48.9	44.4	44.4
LOS by Move:	D	D	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	10	3	10	11	5	6	7	1	4	7	7

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
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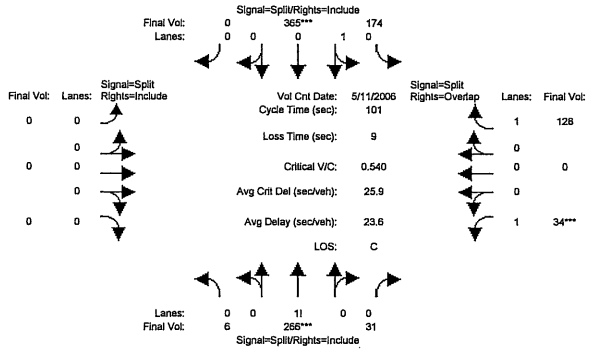
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3498: First St and Jackson St

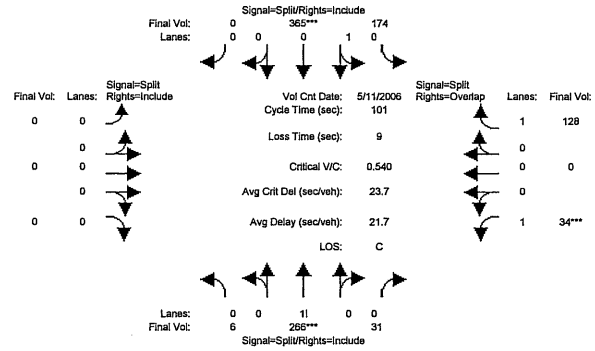


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	0	0	0	0	10	0	10
Volume Module: >> Count Date: 11 May 2006 <<												
Base Vol:	6	266	31	174	365	0	0	0	0	34	0	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	266	31	174	365	0	0	0	0	34	0	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	266	31	174	365	0	0	0	0	34	0	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	266	31	174	365	0	0	0	0	34	0	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	266	31	174	365	0	0	0	0	34	0	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	266	31	174	365	0	0	0	0	34	0	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.02	0.88	0.10	0.32	0.68	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	35	1536	179	581	1219	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.30	0.30	0.00	0.00	0.00	0.00	0.02	0.00	0.07
Crit Moves:		****			****					****		
Green Time:	30.0	30.0	30.0	52.0	52.0	0.0	0.0	0.0	0.0	10.0	0.0	62.0
Volume/Cap:	0.58	0.58	0.58	0.58	0.58	0.00	0.00	0.00	0.00	0.20	0.00	0.12
Delay/Veh:	34.8	34.8	34.8	19.7	19.7	0.0	0.0	0.0	0.0	44.3	0.0	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	34.8	34.8	19.7	19.7	0.0	0.0	0.0	0.0	44.3	0.0	8.4
LOS by Move:	C	C	C	B	B	A	A	A	A	D	A	A
HCM2kAvgQ:	9	9	9	12	12	0	0	0	0	1	0	2

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3498: First St and Jackson St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	0	0	0	0	10	0	0
Volume Module: >> Count Date: 11 May 2006 <<												
Base Vol:	6	266	31	174	365	0	0	0	0	34	0	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	266	31	174	365	0	0	0	0	34	0	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	266	31	174	365	0	0	0	0	34	0	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	266	31	174	365	0	0	0	0	34	0	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	266	31	174	365	0	0	0	0	34	0	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	266	31	174	365	0	0	0	0	34	0	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.02	0.88	0.10	0.32	0.68	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	35	1536	179	581	1219	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.30	0.30	0.00	0.00	0.00	0.00	0.02	0.00	0.07
Crit Moves:		****			****					****		
Green Time:	30.0	30.0	30.0	52.0	52.0	0.0	0.0	0.0	0.0	10.0	0.0	62.0
Volume/Cap:	0.58	0.58	0.58	0.58	0.58	0.00	0.00	0.00	0.00	0.20	0.00	0.12
Delay/Veh:	31.8	31.8	31.8	17.9	17.9	0.0	0.0	0.0	0.0	42.4	0.0	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	31.8	31.8	17.9	17.9	0.0	0.0	0.0	0.0	42.4	0.0	8.2
LOS by Move:	C	C	C	B	B	A	A	A	A	D	A	A
HCM2kAvgQ:	9	9	9	12	12	0	0	0	0	1	0	2

Japantown Corporation Yard Residential Mixed-Use Project
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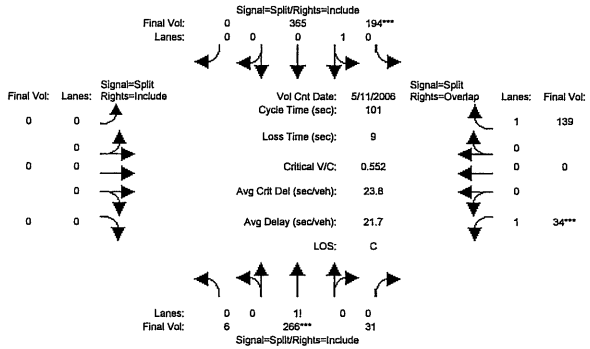
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3498: First St and Jackson St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	0	0	0	10	0	0
Volume Module: >> Count Date: 11 May 2006 <<												
Base Vol:	6	266	31	174	365	0	0	0	0	34	0	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	266	31	174	365	0	0	0	0	34	0	128
Added Vol:	0	0	0	20	0	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	266	31	194	365	0	0	0	0	34	0	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	266	31	194	365	0	0	0	0	34	0	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	266	31	194	365	0	0	0	0	34	0	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	266	31	194	365	0	0	0	0	34	0	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.02	0.88	0.10	0.35	0.65	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	35	1536	179	625	1175	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.31	0.31	0.00	0.00	0.00	0.00	0.02	0.00	0.08
Crit Moves:		****		****						****		
Green Time:	29.4	29.4	29.4	52.6	52.6	0.0	0.0	0.0	0.0	10.0	0.0	62.6
Volume/Cap:	0.60	0.60	0.60	0.60	0.60	0.00	0.00	0.00	0.00	0.20	0.00	0.13
Delay/Veh:	32.7	32.7	32.7	17.8	17.8	0.0	0.0	0.0	0.0	42.4	0.0	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	32.7	32.7	17.8	17.8	0.0	0.0	0.0	0.0	42.4	0.0	8.0
LOS by Move:	C	C	C	B	B	A	A	A	A	D	A	A
HCM2kAvgQ:	9	9	9	13	13	0	0	0	0	1	0	2

Japantown Corporation Yard Residential Mixed-Use Project
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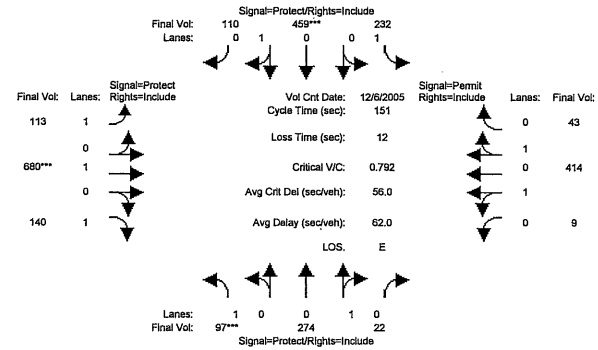
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3519: First St and Taylor St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Volume Module: >> Count Date: 6 Dec 2005 << 5:00-6:00PM												
Base Vol:	97	274	22	232	459	110	113	680	140	9	414	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	274	22	232	459	110	113	680	140	9	414	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	274	22	232	459	110	113	680	140	9	414	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	274	22	232	459	110	113	680	140	9	414	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	274	22	232	459	110	113	680	140	9	414	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	97	274	22	232	459	110	113	680	140	9	414	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.81	0.19	1.00	1.00	1.00	0.04	1.78	0.18
Final Sat.:	1750	1666	134	1750	1452	348	1750	1900	1750	70	3198	332
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.13	0.32	0.32	0.06	0.36	0.08	0.13	0.13	0.13
Crit Moves:	****				****			****				
Green Time:	9.0	33.3	33.3	26.8	51.2	51.2	57.9	78.9	78.9	20.9	20.9	20.9
Volume/Cap:	0.93	0.75	0.75	0.75	0.93	0.93	0.17	0.69	0.15	0.93	0.93	0.93
Delay/Veh:	142.2	67.0	67.0	73.9	71.5	71.5	31.2	30.7	19.1	91.0	91.0	91.0
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:	142.2	67.0	67.0	73.9	71.5	71.5	31.2	30.7	19.1	91.0	91.0	91.0
LOS by Move:	F	E	E	E	E	E	C	C	B	F	F	F
HCM2kAvgQ:	8	15	15	12	31	31	4	23	3	15	15	15

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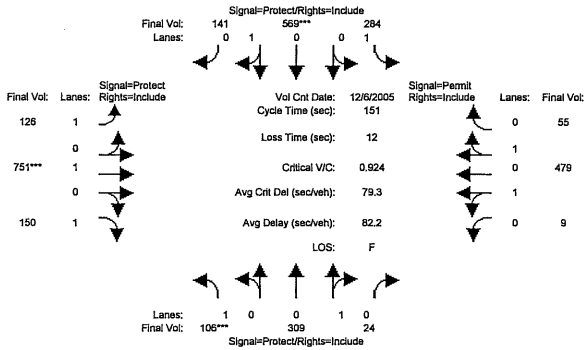
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3519: First St and Taylor St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Volume Module: >> Count Date: 6 Dec 2005 << 5:00-6:00PM												
Base Vol:	97	274	22	232	459	110	113	680	140	9	414	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	274	22	232	459	110	113	680	140	9	414	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	9	35	2	52	110	31	13	71	10	0	65	12
Initial Fut:	106	309	24	284	569	141	126	751	150	9	479	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	309	24	284	569	141	126	751	150	9	479	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	309	24	284	569	141	126	751	150	9	479	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	309	24	284	569	141	126	751	150	9	479	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.80	0.20	1.00	1.00	1.00	0.03	1.77	0.20
Final Sat.:	1750	1670	130	1750	1443	357	1750	1900	1750	60	3176	365
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.16	0.39	0.39	0.07	0.40	0.09	0.15	0.15	0.15
Crit Moves:	****				****			****				
Green Time:	8.4	33.7	33.7	29.5	54.8	54.8	54.9	75.8	75.8	20.9	20.9	20.9
Volume/Cap:	1.09	0.83	0.83	0.83	1.09	1.09	0.20	0.79	0.17	1.09	1.09	1.09
Delay/Veh:	188.1	69.5	69.5	73.9	109	109.5	33.1	35.4	20.6	131.1	131	131.1
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:	188.1	69.5	69.5	73.9	109	109.5	33.1	35.4	20.6	131.1	131	131.1
LOS by Move:	F	E	E	E	F	F	C	D	C	F	F	F
HCM2kAvgQ:	9	18	18	16	46	46	4	29	4	20	20	20

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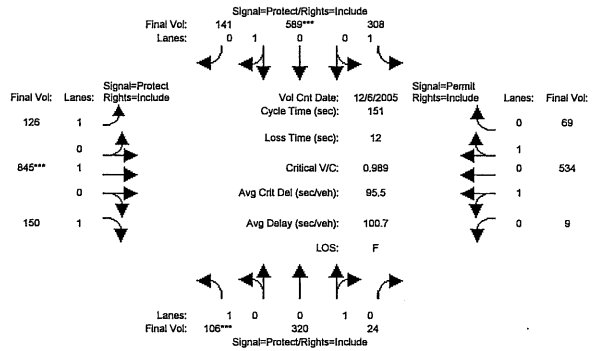
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #3519: First St and Taylor St (P)

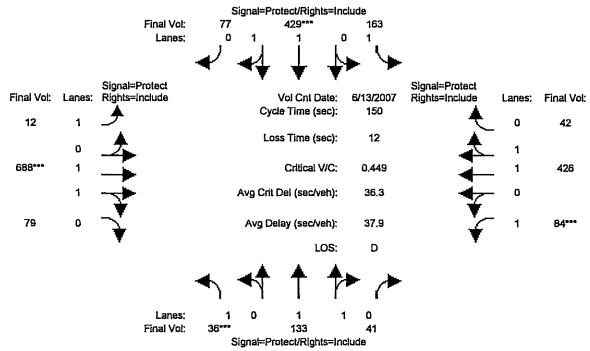


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Volume Module: >> Count Date: 6 Dec 2005 << 5:00-6:00PM												
Base Vol:	97	274	22	232	459	110	113	680	140	9	414	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	274	22	232	459	110	113	680	140	9	414	43
Added Vol:	0	11	0	24	20	0	0	94	0	0	55	14
PasserByVol:	9	35	2	52	110	31	13	71	10	0	65	12
Initial Fut:	106	320	24	308	589	141	126	845	150	9	534	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	320	24	308	589	141	126	845	150	9	534	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	320	24	308	589	141	126	845	150	9	534	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	320	24	308	589	141	126	845	150	9	534	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.81	0.19	1.00	1.00	1.00	0.03	1.74	0.23
Final Sat.:	1750	1674	126	1750	1452	348	1750	1900	1750	53	3141	406
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.18	0.41	0.41	0.07	0.44	0.09	0.17	0.17	0.17
Crit Moves:	****				****			****				
Green Time:	7.8	31.2	31.2	28.7	52.2	52.2	57.2	79.1	79.1	21.9	21.9	21.9
Volume/Cap:	1.17	0.92	0.92	0.92	1.17	1.17	0.19	0.85	0.16	1.17	1.17	1.17
Delay/Veh:	220.7	87.2	87.2	90.7	144	144.0	31.5	37.9	18.8	161.7	162	161.7
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:	220.7	87.2	87.2	90.7	144	144.0	31.5	37.9	18.8	161.7	162	161.7
LOS by Move:	F	F	F	F	F	F	C	D	B	F	F	F
HCM2kAvgQ:	10	20	20	19	52	52	4	35	4	24	24	24

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3534: Fourth St and Hedding St (P)

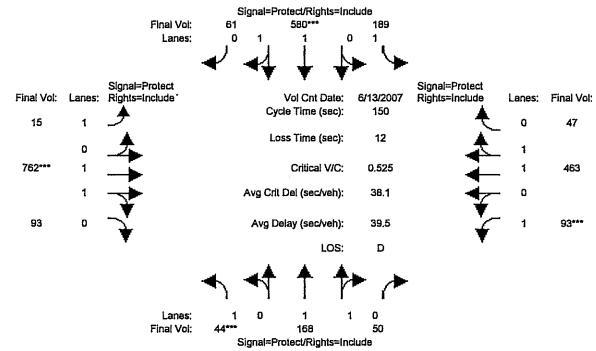


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Jun 2007 << 4:45-5:45PM												
Base Vol:	36	133	41	163	429	77	12	688	79	84	426	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	133	41	163	429	77	12	688	79	84	426	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	133	41	163	429	77	12	688	79	84	426	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	133	41	163	429	77	12	688	79	84	426	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	133	41	163	429	77	12	688	79	84	426	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	133	41	163	429	77	12	688	79	84	426	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.52	0.48	1.00	1.69	0.31	1.00	1.79	0.21	1.00	1.82	0.18
Final Sat.:	1750	2828	872	1750	3137	563	1750	3319	381	1750	3368	332
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.09	0.14	0.14	0.01	0.21	0.21	0.05	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	7.0	22.0	22.0	30.7	45.7	45.7	23.0	69.3	69.3	16.0	62.3	62.3
Volume/Cap:	0.44	0.32	0.32	0.45	0.45	0.45	0.04	0.45	0.45	0.45	0.30	0.30
Delay/Veh:	73.4	57.7	57.7	53.2	42.3	42.3	54.2	27.6	27.6	64.5	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.4	57.7	57.7	53.2	42.3	42.3	54.2	27.6	27.6	64.5	29.5	29.5
LOS by Move:	E	E	E	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	2	4	4	7	10	10	1	12	12	4	7	7

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3534: Fourth St and Hedding St (P)

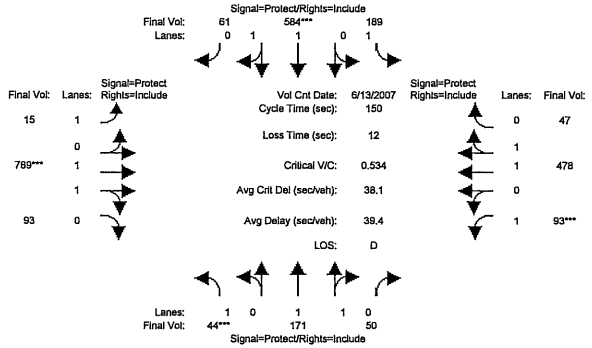


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Jun 2007 << 4:45-5:45PM												
Base Vol:	36	133	41	163	429	44	12	688	79	84	426	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	133	41	163	429	44	12	688	79	84	426	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	8	35	9	26	151	17	3	74	14	9	37	5
Initial Fut:	44	168	50	189	580	61	15	762	93	93	463	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	168	50	189	580	61	15	762	93	93	463	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	168	50	189	580	61	15	762	93	93	463	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	168	50	189	580	61	15	762	93	93	463	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.53	0.47	1.00	1.80	0.20	1.00	1.78	0.22	1.00	1.81	0.19
Final Sat.:	1750	2851	848	1750	3348	352	1750	3297	402	1750	3359	341
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.11	0.17	0.17	0.01	0.23	0.23	0.05	0.14	0.14
Crit Moves:	****				****			****		****		
Green Time:	7.2	21.7	21.7	35.1	49.5	49.5	20.6	66.1	66.1	15.2	60.7	60.7
Volume/Cap:	0.52	0.41	0.41	0.46	0.52	0.52	0.06	0.52	0.52	0.52	0.34	0.34
Delay/Veh:	75.7	58.9	58.9	50.2	41.1	41.1	56.4	30.8	30.8	66.8	31.0	31.0
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:	75.7	58.9	58.9	50.2	41.1	41.1	56.4	30.8	30.8	66.8	31.0	31.0
LOS by Move:	E	E	E	D	D	D	E	C	C	E	C	C
HCM2kAvgQ:	3	5	5	8	12	12	1	14	14	5	8	8

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3534: Fourth St and Hedding St (P)

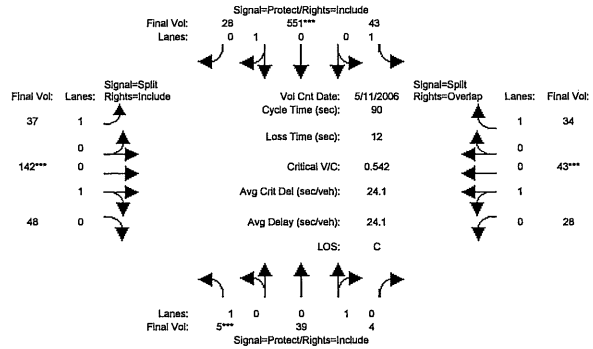


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Jun 2007 << 4:45-5:45PM												
Base Vol:	36	133	41	163	429	44	12	688	79	84	426	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	133	41	163	429	44	12	688	79	84	426	42
Added Vol:	0	3	0	0	4	0	0	27	0	0	15	0
PasserByVol:	8	35	9	26	151	17	3	74	14	9	37	5
Initial Fut:	44	171	50	189	584	61	15	789	93	93	478	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	171	50	189	584	61	15	789	93	93	478	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	171	50	189	584	61	15	789	93	93	478	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	171	50	189	584	61	15	789	93	93	478	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.54	0.46	1.00	1.81	0.19	1.00	1.78	0.22	1.00	1.82	0.18
Final Sat.:	1750	2862	837	1750	3350	350	1750	3310	390	1750	3369	331
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.11	0.17	0.17	0.01	0.24	0.24	0.05	0.14	0.14
Crit Moves:	****				****			****		****		
Green Time:	7.1	21.4	21.4	34.7	49.0	49.0	20.3	67.0	67.0	14.9	61.7	61.7
Volume/Cap:	0.53	0.42	0.42	0.47	0.53	0.53	0.06	0.53	0.53	0.53	0.35	0.35
Delay/Veh:	76.5	59.2	59.2	50.6	41.7	41.7	56.7	30.5	30.5	67.4	30.5	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	59.2	59.2	50.6	41.7	41.7	56.7	30.5	30.5	67.4	30.5	30.5
LOS by Move:	E	E	E	D	D	D	E	C	C	E	C	C
HCM2kAvgQ:	3	5	5	8	12	12	1	15	15	5	8	8

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3535: Fourth St and Jackson St (P)

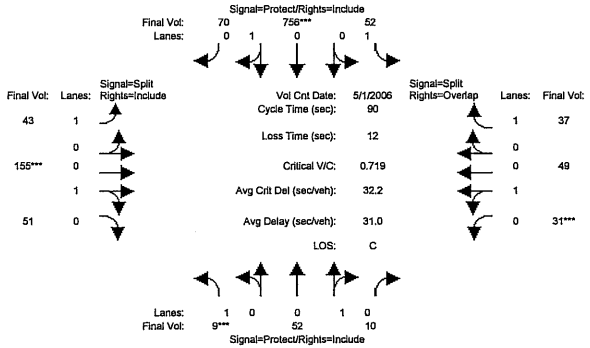


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 11 May 2006 <<												
Base Vol:	5	39	4	43	551	28	37	142	48	28	43	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	39	4	43	551	28	37	142	48	28	43	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	39	4	43	551	28	37	142	48	28	43	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	39	4	43	551	28	37	142	48	28	43	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	39	4	43	551	28	37	142	48	28	43	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	39	4	43	551	28	37	142	48	28	43	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	0.91	0.09	1.00	0.95	0.05	1.00	0.75	0.25	0.39	0.61	1.00
Final Sat.:	1750	1633	167	1750	1713	87	1750	1345	455	710	1090	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.02	0.32	0.32	0.02	0.11	0.11	0.04	0.04	0.02
Crit Moves:	****				****			****			****	
Green Time:	7.0	31.1	31.1	21.8	45.9	45.9	15.1	15.1	15.1	10.0	10.0	31.8
Volume/Cap:	0.04	0.07	0.07	0.10	0.63	0.63	0.13	0.63	0.63	0.36	0.36	0.05
Delay/Veh:	38.5	19.8	19.8	26.6	17.3	17.3	32.1	39.1	39.1	38.1	38.1	19.2
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:	38.5	19.8	19.8	26.6	17.3	17.3	32.1	39.1	39.1	38.1	38.1	19.2
LOS by Move:	D	B	B	C	B	B	C	D	D	D	D	B
HCM2kAvgQ:	0	1	1	1	13	13	1	6	6	2	2	1

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3535: Fourth St and Jackson St (P)

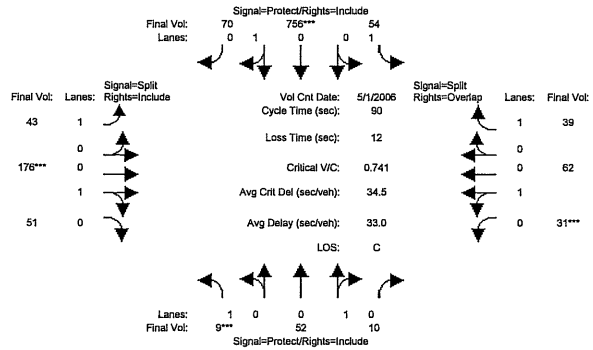


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 1 May 2006 <<												
Base Vol:	5	39	4	43	551	28	37	142	48	28	43	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	39	4	43	551	28	37	142	48	28	43	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	4	13	6	9	205	42	6	13	3	3	6	3
Initial Fut:	9	52	10	52	756	70	43	155	51	31	49	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	52	10	52	756	70	43	155	51	31	49	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	52	10	52	756	70	43	155	51	31	49	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	52	10	52	756	70	43	155	51	31	49	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	0.84	0.16	1.00	0.92	0.08	1.00	0.75	0.25	0.39	0.61	1.00
Final Sat.:	1750	1510	290	1750	1647	153	1750	1354	446	697	1102	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.03	0.46	0.46	0.02	0.11	0.11	0.04	0.04	0.02
Crit Moves:	****				****			****		****		
Green Time:	7.0	32.8	32.8	23.0	48.8	48.8	12.2	12.2	12.2	10.0	10.0	33.0
Volume/Cap:	0.07	0.09	0.09	0.12	0.85	0.85	0.18	0.85	0.85	0.40	0.40	0.06
Delay/Veh:	38.7	18.9	18.9	25.8	24.3	24.3	34.9	61.0	61.0	38.5	38.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	18.9	18.9	25.8	24.3	24.3	34.9	61.0	61.0	38.5	38.5	18.5
LOS by Move:	D	B	B	C	C	C	C	E	E	D	D	B
HCM2kAvgQ:	0	1	1	1	23	23	1	9	9	3	3	1

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3535: Fourth St and Jackson St (P)

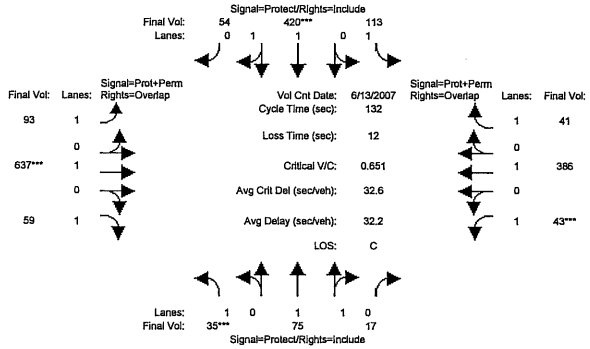


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 1 May 2006 <<												
Base Vol:	5	39	4	43	551	28	37	142	48	28	43	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	39	4	43	551	28	37	142	48	28	43	34
Added Vol:	0	0	0	2	0	0	0	21	0	0	13	2
PasserByVol:	4	13	6	9	205	42	6	13	3	3	6	3
Initial Fut:	9	52	10	54	756	70	43	176	51	31	62	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	52	10	54	756	70	43	176	51	31	62	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	52	10	54	756	70	43	176	51	31	62	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	52	10	54	756	70	43	176	51	31	62	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	0.84	0.16	1.00	0.92	0.08	1.00	0.78	0.22	0.33	0.67	1.00
Final Sat.:	1750	1510	290	1750	1647	153	1750	1396	404	600	1200	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.03	0.46	0.46	0.02	0.13	0.13	0.05	0.05	0.02
Crit Moves:	****				****			****		****		
Green Time:	7.0	32.3	32.3	22.6	47.8	47.8	13.2	13.2	13.2	10.0	10.0	32.6
Volume/Cap:	0.07	0.10	0.10	0.12	0.86	0.86	0.17	0.86	0.86	0.47	0.47	0.06
Delay/Veh:	38.7	19.2	19.2	26.2	26.4	26.4	33.9	61.7	61.7	39.2	39.2	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	19.2	19.2	26.2	26.4	26.4	33.9	61.7	61.7	39.2	39.2	18.8
LOS by Move:	D	B	B	C	C	C	C	E	E	D	D	B
HCM2kAvgQ:	0	1	1	1	24	24	1	9	9	3	3	1

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3544: Fourth St and Taylor St

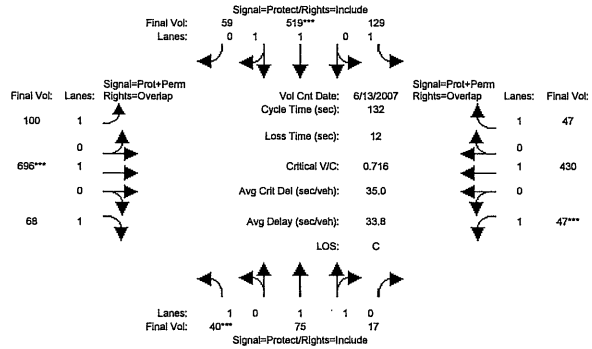


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Jun 2007 << 5:00-6:00PM												
Base Vol:	35	75	17	113	420	54	93	637	59	43	386	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	75	17	113	420	54	93	637	59	43	386	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	75	17	113	420	54	93	637	59	43	386	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	75	17	113	420	54	93	637	59	43	386	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	75	17	113	420	54	93	637	59	43	386	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	35	75	17	113	420	54	93	637	59	43	386	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.62	0.38	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3016	684	1750	3278	421	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.13	0.13	0.00	0.34	0.03	0.00	0.20	0.02
Crit Moves:	****				****			****		****		
Green Time:	7.0	19.6	19.6	16.7	29.3	29.3	17.4	76.7	83.7	7.0	66.3	83.0
Volume/Cap:	0.38	0.17	0.17	0.51	0.58	0.58	0.40	0.58	0.05	0.46	0.40	0.04
Delay/Veh:	63.0	49.2	49.2	55.8	46.8	46.8	53.7	18.2	9.2	64.3	20.8	9.3
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:	63.0	49.2	49.2	55.8	46.8	46.8	53.7	18.2	9.2	64.3	20.8	9.3
LOS by Move:	E	D	D	E	D	D	D	B	A	E	C	A
HCM2kAvgQ:	2	2	2	5	9	9	4	16	1	2	10	1

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3544: Fourth St and Taylor St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Jun 2007 << 5:00-6:00PM												
Base Vol:	35	75	17	113	420	54	93	637	59	43	386	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	75	17	113	420	54	93	637	59	43	386	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	0	0	16	99	5	7	59	9	4	44	6
Initial Fut:	40	75	17	129	519	59	100	696	68	47	430	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	75	17	129	519	59	100	696	68	47	430	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	75	17	129	519	59	100	696	68	47	430	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	75	17	129	519	59	100	696	68	47	430	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.62	0.38	1.00	1.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3016	684	1750	3322	378	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.07	0.16	0.16	0.00	0.37	0.04	0.00	0.23	0.03
Crit Moves:	****				****			****		****		
Green Time:	7.0	19.6	19.6	19.1	31.7	31.7	16.4	74.3	81.3	7.0	64.9	84.0
Volume/Cap:	0.43	0.17	0.17	0.51	0.65	0.65	0.46	0.65	0.06	0.51	0.46	0.04
Delay/Veh:	63.8	49.2	49.2	53.9	46.9	46.9	55.2	21.3	10.2	65.3	22.4	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	49.2	49.2	53.9	46.9	46.9	55.2	21.3	10.2	65.3	22.4	9.0
LOS by Move:	E	D	D	D	D	D	E	C	B	E	C	A
HCM2kAvgQ:	2	2	2	6	12	12	5	19	1	3	11	1

Japantown Corporation Yard Residential Mixed-Use Project
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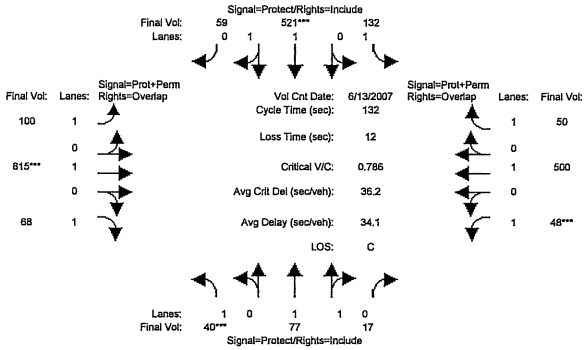
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #3544: Fourth St and Taylor St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 13 Jun 2007 << 5:00-6:00PM												
Base Vol:	35	75	17	113	420	54	93	637	59	43	386	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	75	17	113	420	54	93	637	59	43	386	41
Added Vol:	0	2	0	3	2	0	0	119	0	1	70	3
PasserByVol:	5	0	0	16	99	5	7	59	9	4	44	6
Initial Fut:	40	77	17	132	521	59	100	815	68	48	500	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	77	17	132	521	59	100	815	68	48	500	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	77	17	132	521	59	100	815	68	48	500	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	77	17	132	521	59	100	815	68	48	500	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.63	0.37	1.00	1.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3030	669	1750	3323	376	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.08	0.16	0.16	0.00	0.43	0.04	0.00	0.26	0.03
Crit Moves:	****				****			****		****		
Green Time:	7.0	17.7	17.7	17.6	28.4	28.4	15.1	77.6	84.6	7.0	69.5	87.2
Volume/Cap:	0.43	0.19	0.19	0.56	0.73	0.73	0.50	0.73	0.06	0.52	0.50	0.04
Delay/Veh:	63.8	50.9	50.9	56.7	51.7	51.7	56.9	22.1	8.9	65.9	20.5	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	50.9	50.9	56.7	51.7	51.7	56.9	22.1	8.9	65.9	20.5	7.8
LOS by Move:	E	D	D	E	D	D	E	C	A	E	C	A
HCM2kAvgQ:	2	2	2	6	12	12	5	24	1	3	13	1

Japantown Corporation Yard Residential Mixed-Use Project
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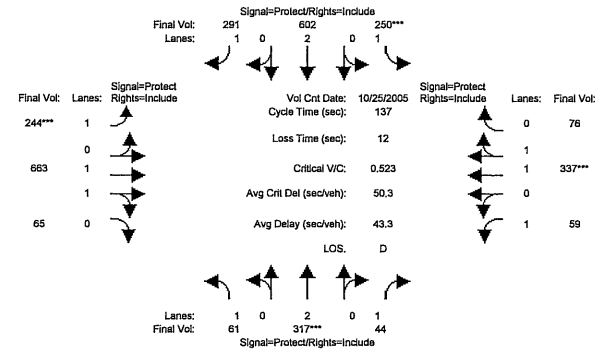
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3576: 13th St and Hedding St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 25 Oct 2005 << 5:00-6:00PM												
Base Vol:	61	317	44	250	602	291	244	663	65	59	337	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	317	44	250	602	291	244	663	65	59	337	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	317	44	250	602	291	244	663	65	59	337	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	317	44	250	602	291	244	663	65	59	337	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	317	44	250	602	291	244	663	65	59	337	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	61	317	44	250	602	291	244	663	65	59	337	76
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.82	0.18	1.00	1.62	0.38
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3369	330	1750	3019	681
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.03	0.14	0.16	0.17	0.14	0.20	0.20	0.03	0.11	0.11
Crit Moves:		****		****			****				****	
Green Time:	13.9	21.8	21.8	37.4	45.3	45.3	36.5	52.2	52.2	13.6	29.2	29.2
Volume/Cap:	0.34	0.52	0.16	0.52	0.48	0.50	0.52	0.52	0.52	0.34	0.52	0.52
Delay/Veh:	62.5	56.0	50.8	46.3	37.8	39.9	47.0	34.0	34.0	62.8	50.2	50.2
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:	62.5	56.0	50.8	46.3	37.8	39.9	47.0	34.0	34.0	62.8	50.2	50.2
LOS by Move:	E	E	D	D	D	D	D	C	C	E	D	D
HCM2kAvgQ:	3	7	2	10	10	11	10	12	12	3	8	8

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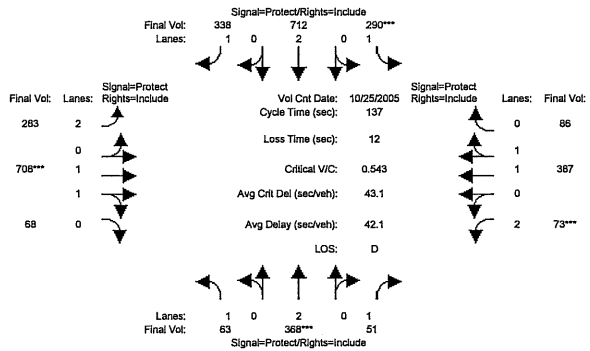
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3576: 13th St and Hedding St

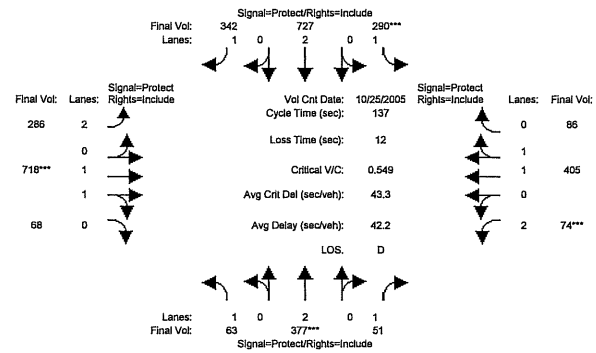


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 25 Oct 2005 << 5:00-6:00PM												
Base Vol:	61	317	44	250	602	291	244	663	65	59	337	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	317	44	250	602	291	244	663	65	59	337	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	51	7	40	110	47	39	45	3	14	50	10
Initial Fut:	63	368	51	290	712	338	283	708	68	73	387	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	368	51	290	712	338	283	708	68	73	387	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	368	51	290	712	338	283	708	68	73	387	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	368	51	290	712	338	283	708	68	73	387	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.82	0.18	2.00	1.63	0.37
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3376	324	3150	3027	673
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.03	0.17	0.19	0.19	0.09	0.21	0.21	0.02	0.13	0.13
Crit Moves:		****		****				****		****		
Green Time:	13.7	24.2	24.2	41.4	51.9	51.9	24.5	52.4	52.4	7.0	34.9	34.9
Volume/Cap:	0.36	0.55	0.17	0.55	0.49	0.51	0.50	0.55	0.55	0.45	0.50	0.50
Delay/Veh:	63.2	54.6	49.0	44.0	33.8	35.6	53.9	34.6	34.6	72.1	45.5	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.2	54.6	49.0	44.0	33.8	35.6	53.9	34.6	34.6	72.1	45.5	45.5
LOS by Move:	E	D	D	D	C	D	D	C	C	E	D	D
HCM2kAvgQ:	3	8	2	11	11	12	7	13	13	2	9	9

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3576: 13th St and Hedding St

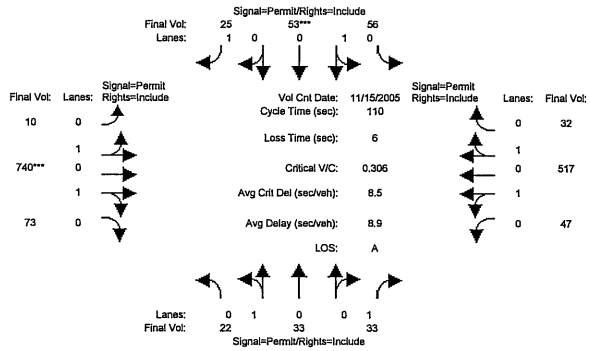


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 25 Oct 2005 << 5:00-6:00PM												
Base Vol:	61	317	44	250	602	291	244	663	65	59	337	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	317	44	250	602	291	244	663	65	59	337	76
Added Vol:	0	9	0	0	15	4	3	10	0	1	18	0
ATI:	2	51	7	40	110	47	39	45	3	14	50	10
Initial Fut:	63	377	51	290	727	342	286	718	68	74	405	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	377	51	290	727	342	286	718	68	74	405	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	377	51	290	727	342	286	718	68	74	405	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	377	51	290	727	342	286	718	68	74	405	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.82	0.18	2.00	1.64	0.36
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3380	320	3150	3051	648
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.03	0.17	0.19	0.20	0.09	0.21	0.21	0.02	0.13	0.13
Crit Moves:		****		****				****		****		
Green Time:	13.6	24.5	24.5	41.0	51.9	51.9	24.2	52.5	52.5	7.0	35.3	35.3
Volume/Cap:	0.36	0.55	0.16	0.55	0.50	0.52	0.51	0.55	0.55	0.46	0.51	0.51
Delay/Veh:	63.5	54.5	48.7	44.5	33.9	35.7	54.5	34.6	34.6	72.3	45.5	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	54.5	48.7	44.5	33.9	35.7	54.5	34.6	34.6	72.3	45.5	45.5
LOS by Move:	E	D	D	D	C	D	D	C	C	E	D	D
HCM2kAvgQ:	3	8	2	11	12	12	7	13	13	2	9	9

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3580: Seventh St and Hedding St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 15 Nov 2005 << 4:45-5:45PM												
Base Vol:	22	33	33	56	53	25	10	740	73	47	517	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	33	33	56	53	25	10	740	73	47	517	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	33	33	56	53	25	10	740	73	47	517	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	33	33	56	53	25	10	740	73	47	517	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	33	33	56	53	25	10	740	73	47	517	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	33	33	56	53	25	10	740	73	47	517	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.40	0.60	1.00	0.51	0.49	1.00	0.02	1.80	0.18	0.16	1.73	0.11
Final Sat.:	720	1080	1750	925	875	1750	44	3237	319	284	3123	193
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.02	0.06	0.06	0.01	0.23	0.23	0.23	0.17	0.17	0.17
Crit Moves:					****			****				
Green Time:	21.8	21.8	21.8	21.8	21.8	21.8	82.2	82.2	82.2	82.2	82.2	82.2
Volume/Cap:	0.15	0.15	0.10	0.31	0.31	0.07	0.31	0.31	0.31	0.22	0.22	0.22
Delay/Veh:	36.7	36.7	36.2	38.1	38.1	36.0	4.6	4.6	4.6	4.2	4.2	4.2
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:	36.7	36.7	36.2	38.1	38.1	36.0	4.6	4.6	4.6	4.2	4.2	4.2
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	2	1	3	3	1	5	5	5	3	3	3

Japantown Corporation Yard Residential Mixed-Use Project
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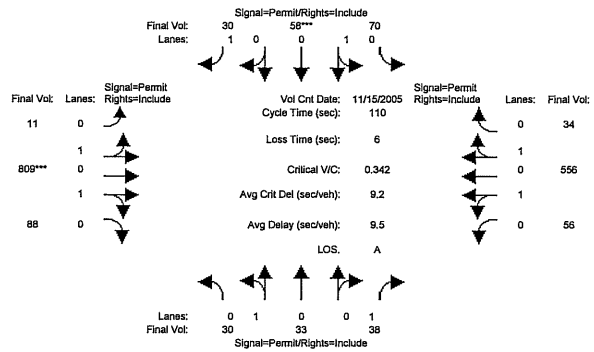
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3580: Seventh St and Hedding St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 15 Nov 2005 << 4:45-5:45PM												
Base Vol:	22	33	33	56	53	25	10	740	73	47	517	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.08	1.08	1.08	1.05	1.05	1.05
Initial Bse:	22	33	33	56	53	25	11	799	79	50	545	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	8	0	5	14	5	5	0	10	9	6	11	0
Initial Fut:	30	33	38	70	58	30	11	809	88	56	556	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	33	38	70	58	30	11	809	88	56	556	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	33	38	70	58	30	11	809	88	56	556	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	33	38	70	58	30	11	809	88	56	556	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.48	0.52	1.00	0.55	0.45	1.00	0.02	1.79	0.19	0.17	1.73	0.10
Final Sat.:	857	943	1750	984	816	1750	43	3209	348	310	3102	188
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.02	0.07	0.07	0.02	0.25	0.25	0.25	0.18	0.18	0.18
Crit Moves:					****			****				
Green Time:	22.9	22.9	22.9	22.9	22.9	22.9	81.1	81.1	81.1	81.1	81.1	81.1
Volume/Cap:	0.17	0.17	0.10	0.34	0.34	0.08	0.34	0.34	0.34	0.24	0.24	0.24
Delay/Veh:	36.0	36.0	35.4	37.7	37.7	35.2	5.1	5.1	5.1	4.7	4.7	4.7
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:	36.0	36.0	35.4	37.7	37.7	35.2	5.1	5.1	5.1	4.7	4.7	4.7
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	2	1	4	4	1	6	6	6	4	4	4

Japantown Corporation Yard Residential Mixed-Use Project
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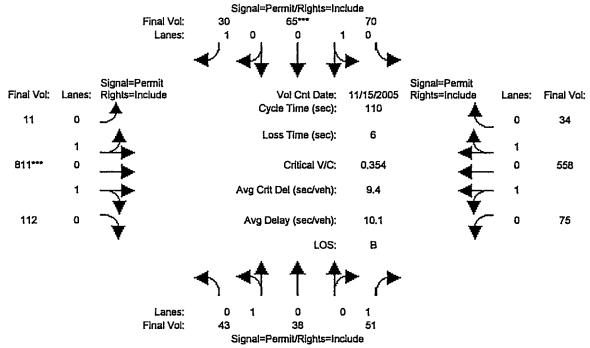
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #3580: Seventh St and Hedding St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 15 Nov 2005 << 4:45-5:45PM												
Base Vol:	22	33	33	56	53	25	10	740	73	47	517	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.08	1.08	1.08	1.05	1.05	1.05
Initial Bse:	22	33	33	56	53	25	11	799	79	50	545	34
Added Vol:	13	5	13	0	7	0	0	2	24	19	2	0
PasserByVol:	8	0	5	14	5	5	0	10	9	6	11	0
Initial Fut:	43	38	51	70	65	30	11	811	112	75	558	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	38	51	70	65	30	11	811	112	75	558	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	38	51	70	65	30	11	811	112	75	558	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	43	38	51	70	65	30	11	811	112	75	558	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.53	0.47	1.00	0.52	0.48	1.00	0.02	1.74	0.24	0.22	1.68	0.10
Final Sat.:	955	845	1750	933	867	1750	42	3127	431	403	3015	182
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.03	0.08	0.08	0.02	0.26	0.26	0.26	0.18	0.18	0.18
Crit Moves:					****			****				
Green Time:	23.3	23.3	23.3	23.3	23.3	23.3	80.7	80.7	80.7	80.7	80.7	80.7
Volume/Cap:	0.21	0.21	0.14	0.35	0.35	0.08	0.35	0.35	0.35	0.25	0.25	0.25
Delay/Veh:	36.0	36.0	35.3	37.5	37.5	34.8	5.4	5.4	5.4	4.8	4.8	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	36.0	35.3	37.5	37.5	34.8	5.4	5.4	5.4	4.8	4.8	4.8
LOS by Move:	D	D	D	D	D	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	4	4	1	6	6	6	4	4	4

Japantown Corporation Yard Residential Mixed-Use Project
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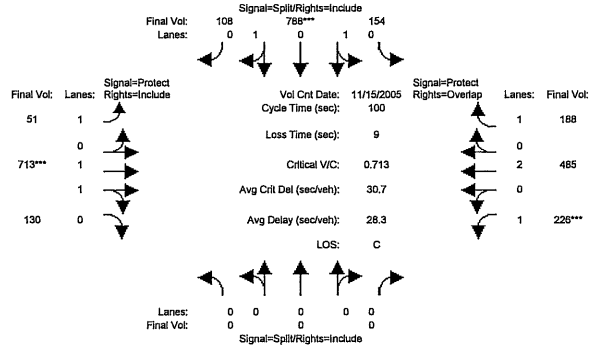
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3581: Tenth St and Hedding St (P)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 15 Nov 2005 << 4:30-5:30PM												
Base Vol:	0	0	0	154	788	108	51	713	130	226	485	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	154	788	108	51	713	130	226	485	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	154	788	108	51	713	130	226	485	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	154	788	108	51	713	130	226	485	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	154	788	108	51	713	130	226	485	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	154	788	108	51	713	130	226	485	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.29	1.50	0.21	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	0	0	0	528	2702	370	1750	3129	571	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.29	0.03	0.23	0.23	0.13	0.13	0.11
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	40.9	40.9	40.9	17.7	32.0	32.0	18.1	32.3	73.3
Volume/Cap:	0.00	0.00	0.00	0.71	0.71	0.71	0.16	0.71	0.71	0.71	0.39	0.15
Delay/Veh:	0.0	0.0	0.0	26.3	26.3	26.3	35.1	32.0	32.0	45.9	26.4	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.3	26.3	26.3	35.1	32.0	32.0	45.9	26.4	4.1
LOS by Move:	A	A	A	C	C	C	D	C	C	D	C	A
HCM2kAvgQ:	0	0	0	15	15	15	1	13	13	9	6	2

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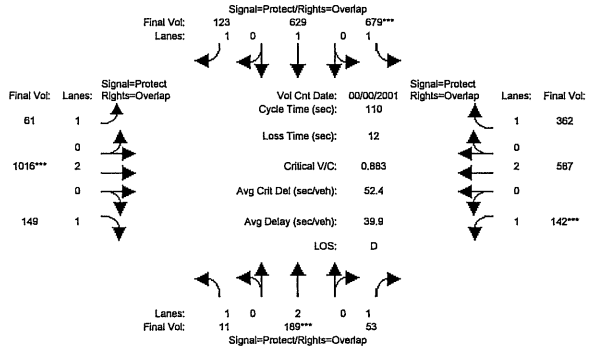
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3581: Tenth St and Hedding St (P)

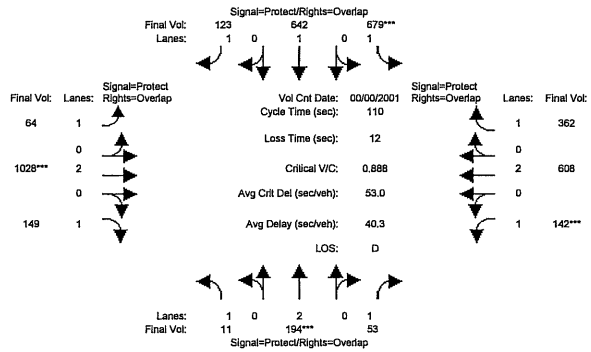


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 0 2001 << PM												
Base Vol:	11	178	50	665	527	78	58	941	118	100	515	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	178	50	665	527	78	58	941	118	100	515	326
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	11	3	14	102	45	3	75	31	42	72	36
Initial Fut:	11	189	53	679	629	123	61	1016	149	142	587	362
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	189	53	679	629	123	61	1016	149	142	587	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	189	53	679	629	123	61	1016	149	142	587	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	189	53	679	629	123	61	1016	149	142	587	362
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.03	0.39	0.33	0.07	0.03	0.27	0.09	0.08	0.15	0.21
Crit Moves:		****		****				****		****		
Green Time:	9.1	10.0	19.7	46.4	47.3	59.4	12.1	31.9	41.0	9.7	29.5	75.9
Volume/Cap:	0.08	0.55	0.17	0.92	0.77	0.13	0.32	0.92	0.23	0.92	0.58	0.30
Delay/Veh:	46.8	49.7	38.5	46.9	31.3	12.6	46.0	50.1	23.8	99.3	35.7	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	49.7	38.5	46.9	31.3	12.6	46.0	50.1	23.8	99.3	35.7	6.8
LOS by Move:	D	D	D	D	C	B	D	D	C	F	D	A
HCM2kAvgQ:	0	4	2	28	19	2	2	21	4	8	9	5

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3581: Tenth St and Hedding St (P)

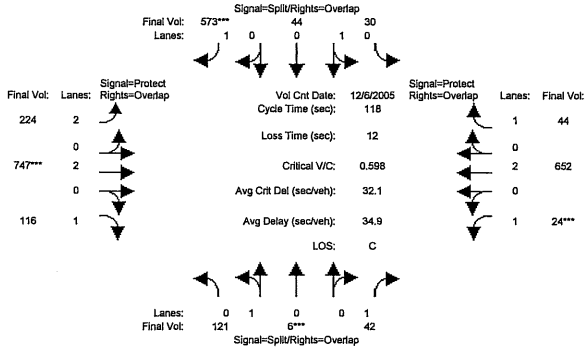


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 0 2001 << PM												
Base Vol:	11	178	50	665	527	78	58	941	118	100	515	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	178	50	665	527	78	58	941	118	100	515	326
Added Vol:	0	5	0	0	13	0	3	12	0	0	21	0
PasserByVol:	0	11	3	14	102	45	3	75	31	42	72	36
Initial Fut:	11	194	53	679	642	123	64	1028	149	142	608	362
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	194	53	679	642	123	64	1028	149	142	608	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	194	53	679	642	123	64	1028	149	142	608	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	194	53	679	642	123	64	1028	149	142	608	362
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.03	0.39	0.34	0.07	0.04	0.27	0.09	0.08	0.16	0.21
Crit Moves:		****		****				****		****		
Green Time:	8.9	10.0	19.7	46.2	47.3	59.2	11.9	32.2	41.1	9.7	29.9	76.1
Volume/Cap:	0.08	0.56	0.17	0.92	0.79	0.13	0.34	0.92	0.23	0.92	0.59	0.30
Delay/Veh:	47.0	50.0	38.5	47.7	32.1	12.7	46.5	50.4	23.8	100.5	35.6	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	50.0	38.5	47.7	32.1	12.7	46.5	50.4	23.8	100.5	35.6	6.7
LOS by Move:	D	D	D	D	C	B	D	D	C	F	D	A
HCM2kAvgQ:	0	4	2	28	20	2	2	21	4	8	9	5

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3776: San Pedro St and Taylor St

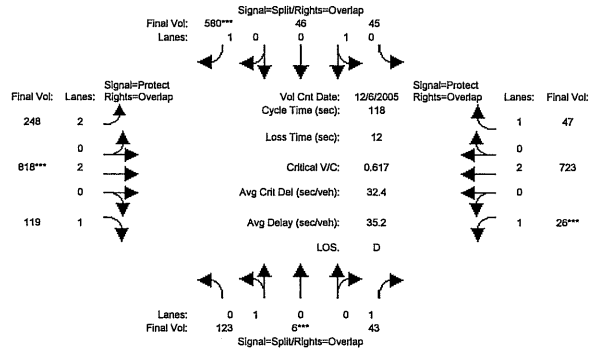


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 6 Dec 2005 << 4:30-5:30PM												
Base Vol:	121	6	42	30	44	573	224	747	116	24	652	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	6	42	30	44	573	224	747	116	24	652	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	6	42	30	44	573	224	747	116	24	652	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	6	42	30	44	573	224	747	116	24	652	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	6	42	30	44	573	224	747	116	24	652	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	6	42	30	44	573	224	747	116	24	652	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.95	0.05	1.00	0.41	0.59	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1715	85	1750	730	1070	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.04	0.04	0.33	0.07	0.20	0.07	0.01	0.17	0.03
Crit Moves:		****				****		****		****		
Green Time:	13.3	13.3	20.3	48.5	48.5	61.4	12.9	37.2	50.5	7.0	31.2	79.7
Volume/Cap:	0.62	0.62	0.14	0.10	0.10	0.63	0.65	0.62	0.15	0.23	0.65	0.04
Delay/Veh:	55.9	55.9	41.6	21.4	21.4	21.6	54.6	35.5	20.8	54.1	40.0	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	55.9	41.6	21.4	21.4	21.6	54.6	35.5	20.8	54.1	40.0	6.4
LOS by Move:	E	E	D	C	C	C	D	D	C	D	D	A
HCM2kAvgQ:	6	6	1	2	2	16	6	12	3	1	11	1

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3776: San Pedro St and Taylor St

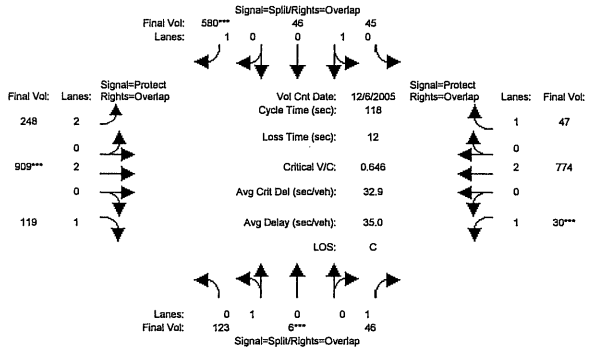


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 6 Dec 2005 << 4:30-5:30PM												
Base Vol:	121	6	42	30	44	573	224	747	116	24	652	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	6	42	30	44	573	224	747	116	24	652	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	2	0	1	15	2	7	24	71	3	2	71	3
Initial Fut:	123	6	43	45	46	580	248	818	119	26	723	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	6	43	45	46	580	248	818	119	26	723	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	6	43	45	46	580	248	818	119	26	723	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	123	6	43	45	46	580	248	818	119	26	723	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.95	0.05	1.00	0.49	0.51	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1716	84	1750	890	910	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.05	0.05	0.33	0.08	0.22	0.07	0.01	0.19	0.03
Crit Moves:		****				****		****		****		
Green Time:	13.1	13.1	20.1	46.4	46.4	60.0	13.6	39.5	52.6	7.0	32.9	79.2
Volume/Cap:	0.64	0.64	0.14	0.13	0.13	0.65	0.68	0.64	0.15	0.25	0.68	0.04
Delay/Veh:	57.1	57.1	41.8	23.0	23.0	23.1	55.4	34.4	19.5	54.3	39.8	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	57.1	41.8	23.0	23.0	23.1	55.4	34.4	19.5	54.3	39.8	6.6
LOS by Move:	E	E	D	C	C	C	E	C	B	D	D	A
HCM2kAvgQ:	6	6	1	2	2	17	6	13	3	1	13	1

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3776: San Pedro St and Taylor St

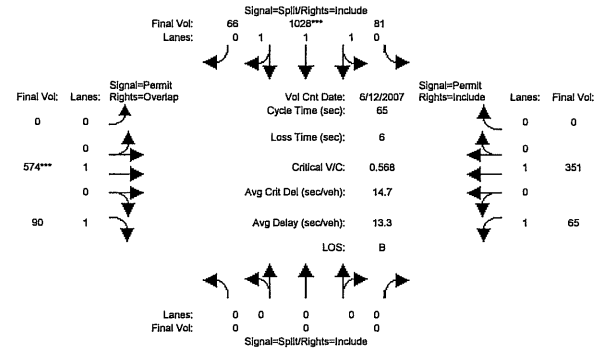


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 6 Dec 2005 << 4:30-5:30PM												
Base Vol:	121	6	42	30	44	573	224	747	116	24	652	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	6	42	30	44	573	224	747	116	24	652	44
Added Vol:	0	0	3	0	0	0	0	91	0	4	51	0
PasserByVol:	2	0	1	15	2	7	24	71	3	2	71	3
Initial Fut:	123	6	46	45	46	580	248	909	119	30	774	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	6	46	45	46	580	248	909	119	30	774	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	6	46	45	46	580	248	909	119	30	774	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	123	6	46	45	46	580	248	909	119	30	774	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.95	0.05	1.00	0.49	0.51	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1716	84	1750	890	910	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.03	0.05	0.05	0.33	0.08	0.24	0.07	0.02	0.20	0.03
Crit Moves:		****				****		****		****		
Green Time:	12.6	12.6	19.6	44.4	44.4	58.1	13.7	42.0	54.6	7.0	35.4	79.7
Volume/Cap:	0.67	0.67	0.16	0.13	0.13	0.67	0.68	0.67	0.15	0.29	0.68	0.04
Delay/Veh:	59.7	59.7	42.4	24.3	24.3	24.9	55.2	33.5	18.4	54.7	38.0	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.7	59.7	42.4	24.3	24.3	24.9	55.2	33.5	18.4	54.7	38.0	6.4
LOS by Move:	E	E	D	C	C	C	E	C	B	D	D	A
HCM2kAvgQ:	6	6	2	2	2	18	6	15	3	1	13	1

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3822: Tenth St and Taylor St (P)

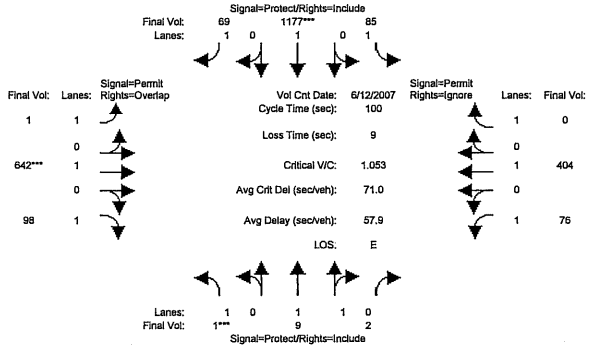


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date: 12 Jun 2007 << 4:45-5:45PM												
Base Vol:	0	0	0	81	1028	66	0	574	90	65	351	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	81	1028	66	0	574	90	65	351	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	81	1028	66	0	574	90	65	351	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	81	1028	66	0	574	90	65	351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	81	1028	66	0	574	90	65	351	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	81	1028	66	0	574	90	65	351	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.21	2.62	0.17	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	379	4812	309	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.21	0.00	0.30	0.05	0.04	0.18	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	24.4	24.4	24.4	0.0	34.6	34.6	34.6	34.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.57	0.57	0.57	0.00	0.57	0.10	0.07	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	16.5	16.5	16.5	0.0	11.0	7.6	7.4	9.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.5	16.5	16.5	0.0	11.0	7.6	7.4	9.0	0.0
LOS by Move:	A	A	A	B	B	B	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	7	7	7	0	8	1	1	4	0

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3822: Tenth St and Taylor St (P)

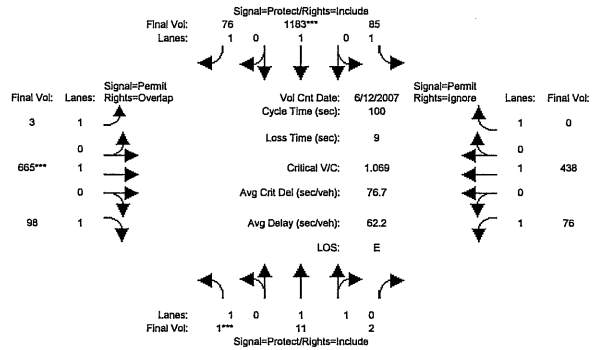


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 12 Jun 2007 << 4:45-5:45PM												
Base Vol:	0	0	0	81	1028	66	0	574	90	65	351	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	81	1028	66	0	574	90	65	351	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	9	2	4	149	3	1	68	8	11	53	0
Initial Fut:	1	9	2	85	1177	69	1	642	98	76	404	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1	9	2	85	1177	69	1	642	98	76	404	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	9	2	85	1177	69	1	642	98	76	404	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	1	9	2	85	1177	69	1	642	98	76	404	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.63	0.37	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3027	673	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.62	0.04	0.00	0.34	0.06	0.04	0.21	0.00
Crit Moves:	****				****			****				
Green Time:	0.1	2.4	2.4	56.5	58.8	58.8	32.1	32.1	32.2	32.1	32.1	0.0
Volume/Cap:	1.05	0.12	0.12	0.09	1.05	0.07	0.00	1.05	0.17	0.14	0.66	0.00
Delay/Veh:	1009	48.4	48.4	10.0	62.5	8.8	23.1	85.0	24.5	24.2	32.0	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:	1009	48.4	48.4	10.0	62.5	8.8	23.1	85.0	24.5	24.2	32.0	0.0
LOS by Move:	F	D	D	A	E	A	C	F	C	C	C	A
HCM2kAvgQ:	0	0	0	1	49	1	0	29	2	2	12	0

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3822: Tenth St and Taylor St (P)

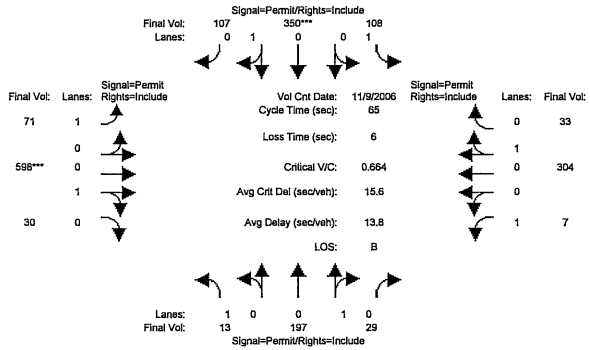


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 12 Jun 2007 << 4:45-5:45PM												
Base Vol:	0	0	0	81	1028	66	0	574	90	65	351	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	81	1028	66	0	574	90	65	351	0
Added Vol:	0	2	0	0	6	7	2	23	0	0	34	0
PasserByVol:	1	9	2	4	149	3	1	68	8	11	53	0
Initial Fut:	1	11	2	85	1183	76	3	665	98	76	438	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1	11	2	85	1183	76	3	665	98	76	438	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	11	2	85	1183	76	3	665	98	76	438	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	1	11	2	85	1183	76	3	665	98	76	438	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.68	0.32	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3130	569	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.62	0.04	0.00	0.35	0.06	0.04	0.23	0.00
Crit Moves:	****				****			****				
Green Time:	0.1	34.3	34.3	24.0	58.2	58.2	32.7	32.7	32.8	32.7	32.7	0.0
Volume/Cap:	1.07	0.01	0.01	0.20	1.07	0.07	0.01	1.07	0.17	0.13	0.70	0.00
Delay/Veh:	1028	21.7	21.7	30.6	68.6	9.2	22.7	89.7	24.1	23.8	33.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1028	21.7	21.7	30.6	68.6	9.2	22.7	89.7	24.1	23.8	33.1	0.0
LOS by Move:	F	C	C	C	E	A	C	F	C	C	C	A
HCM2kAvgQ:	0	0	0	2	51	1	0	31	2	2	13	0

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3823: 13th St and Taylor St

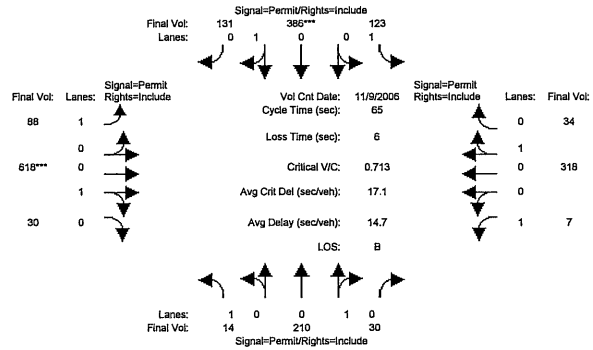


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 9 Nov 2006 << 5:00-6:00PM												
Base Vol:	13	197	29	108	350	107	71	598	30	7	304	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	197	29	108	350	107	71	598	30	7	304	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	197	29	108	350	107	71	598	30	7	304	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	197	29	108	350	107	71	598	30	7	304	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	197	29	108	350	107	71	598	30	7	304	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	197	29	108	350	107	71	598	30	7	304	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.87	0.13	1.00	0.77	0.23	1.00	0.95	0.05	1.00	0.90	0.10
Final Sat.:	1750	1569	231	1750	1379	421	1750	1714	86	1750	1624	176
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.06	0.25	0.25	0.04	0.35	0.35	0.00	0.19	0.19
Crit Moves:					****			****				
Green Time:	24.9	24.9	24.9	24.9	24.9	24.9	34.1	34.1	34.1	34.1	34.1	34.1
Volume/Cap:	0.02	0.33	0.33	0.16	0.66	0.66	0.08	0.66	0.66	0.01	0.36	0.36
Delay/Veh:	12.5	14.5	14.5	13.3	19.1	19.1	7.7	13.0	13.0	7.4	9.2	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	14.5	14.5	13.3	19.1	19.1	7.7	13.0	13.0	7.4	9.2	9.2
LOS by Move:	B	B	B	B	B	B	A	B	B	A	A	A
HCM2kAvgQ:	0	4	4	2	9	9	1	11	11	0	4	4

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3823: 13th St and Taylor St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 9 Nov 2006 << 5:00-6:00PM												
Base Vol:	13	197	29	108	350	107	71	598	30	7	304	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	197	29	108	350	107	71	598	30	7	304	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	13	1	15	36	24	17	20	0	0	14	1
Initial Fut:	14	210	30	123	386	131	88	618	30	7	318	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	210	30	123	386	131	88	618	30	7	318	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	210	30	123	386	131	88	618	30	7	318	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	210	30	123	386	131	88	618	30	7	318	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.87	0.13	1.00	0.75	0.25	1.00	0.95	0.05	1.00	0.90	0.10
Final Sat.:	1750	1575	225	1750	1344	456	1750	1717	83	1750	1626	174
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.07	0.29	0.29	0.05	0.36	0.36	0.00	0.20	0.20
Crit Moves:					****			****				
Green Time:	26.2	26.2	26.2	26.2	26.2	26.2	32.8	32.8	32.8	32.8	32.8	32.8
Volume/Cap:	0.02	0.33	0.33	0.17	0.71	0.71	0.10	0.71	0.71	0.01	0.39	0.39
Delay/Veh:	11.7	13.6	13.6	12.6	19.6	19.6	8.4	15.1	15.1	8.0	10.2	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	13.6	13.6	12.6	19.6	19.6	8.4	15.1	15.1	8.0	10.2	10.2
LOS by Move:	B	B	B	B	B	B	A	B	B	A	B	B
HCM2kAvgQ:	0	4	4	2	11	11	1	12	12	0	5	5

Japantown Corporation Yard Residential Mixed-Use Project
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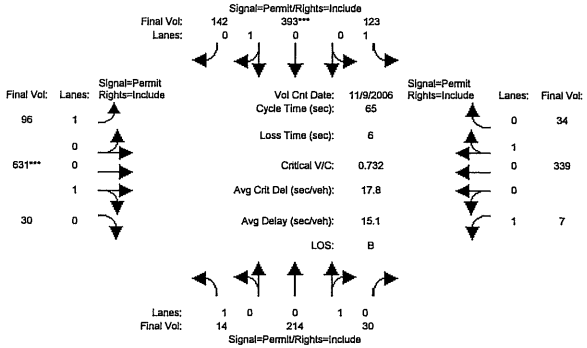
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #3823: 13th St and Taylor St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 9 Nov 2006 << 5:00-6:00PM												
Base Vol:	13	197	29	108	350	107	71	598	30	7	304	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	197	29	108	350	107	71	598	30	7	304	33
Added Vol:	0	4	0	0	7	11	8	13	0	0	21	0
ATI:	1	13	1	15	36	24	17	20	0	0	14	1
Initial Fut:	14	214	30	123	393	142	96	631	30	7	339	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	214	30	123	393	142	96	631	30	7	339	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	214	30	123	393	142	96	631	30	7	339	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	214	30	123	393	142	96	631	30	7	339	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.88	0.12	1.00	0.73	0.27	1.00	0.95	0.05	1.00	0.91	0.09
Final Sat.:	1750	1579	221	1750	1322	478	1750	1718	82	1750	1636	164
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.07	0.30	0.30	0.05	0.37	0.37	0.00	0.21	0.21
Crit Moves:					****			****				
Green Time:	26.4	26.4	26.4	26.4	26.4	26.4	32.6	32.6	32.6	32.6	32.6	32.6
Volume/Cap:	0.02	0.33	0.33	0.17	0.73	0.73	0.11	0.73	0.73	0.01	0.41	0.41
Delay/Veh:	11.6	13.5	13.5	12.4	20.1	20.1	8.6	15.9	15.9	8.1	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	13.5	13.5	12.4	20.1	20.1	8.6	15.9	15.9	8.1	10.5	10.5
LOS by Move:	B	B	B	B	C	C	A	B	B	A	B	B
HCM2kAvgQ:	0	4	4	2	11	11	1	12	12	0	5	5

Japantown Corporation Yard Residential Mixed-Use Project
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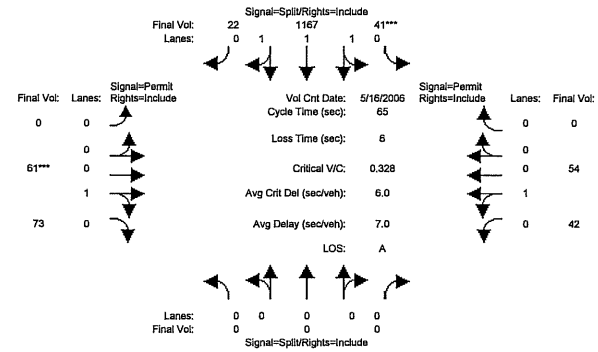
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3862: Tenth St and Jackson St

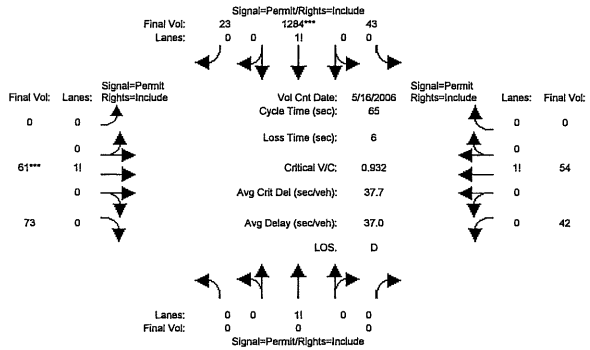


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Volume Module: >> Count Date: 16 May 2006 <<												
Base Vol:	0	0	0	41	1167	22	0	61	73	42	54	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	41	1167	22	0	61	73	42	54	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	41	1167	22	0	61	73	42	54	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	41	1167	22	0	61	73	42	54	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	41	1167	22	0	61	73	42	54	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	41	1167	22	0	61	73	42	54	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.10	2.85	0.05	0.00	0.46	0.54	0.44	0.56	0.00
Final Sat.:	0	0	0	183	5218	98	0	819	981	787	1012	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.22	0.00	0.07	0.07	0.05	0.05	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	44.3	44.3	44.3	0.0	14.7	14.7	14.7	14.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.33	0.33	0.00	0.33	0.33	0.24	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	4.3	4.3	4.3	0.0	21.5	21.5	20.8	20.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	4.3	4.3	4.3	0.0	21.5	21.5	20.8	20.8	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	C	C	A
HCM2kAvgQ:	0	0	0	4	4	4	0	3	3	2	2	0

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3862: Tenth St and Jackson St

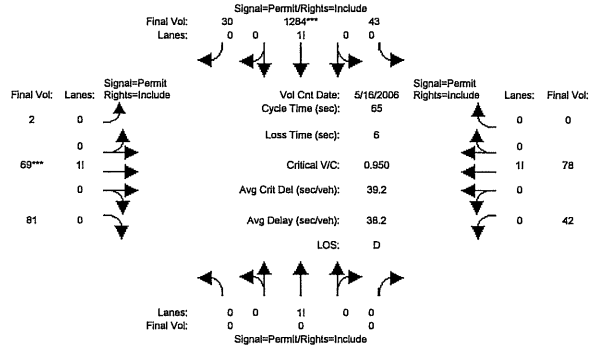


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 16 May 2006 <<												
Base Vol:	0	0	0	41	1167	22	0	61	73	42	54	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	41	1167	22	0	61	73	42	54	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	2	117	1	0	0	0	0	0	0
Initial Fut:	0	0	0	43	1284	23	0	61	73	42	54	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	43	1284	23	0	61	73	42	54	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	43	1284	23	0	61	73	42	54	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	43	1284	23	0	61	73	42	54	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	1.00	0.00	0.03	0.95	0.02	0.00	0.46	0.54	0.44	0.56	0.00
Final Sat.:	0	1750	0	56	1664	30	0	819	981	787	1012	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.77	0.77	0.77	0.00	0.07	0.07	0.05	0.05	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	49.0	49.0	49.0	0.0	10.0	10.0	10.0	10.0	0.0
Volume/Cap:	0.00	0.00	0.00	1.02	1.02	1.02	0.00	0.48	0.48	0.35	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	38.9	38.9	38.9	0.0	26.5	26.5	25.3	25.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.9	38.9	38.9	0.0	26.5	26.5	25.3	25.3	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	C	C	A
HCM2kAvgQ:	0	0	0	42	42	42	0	3	3	2	2	0

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3862: Tenth St and Jackson St

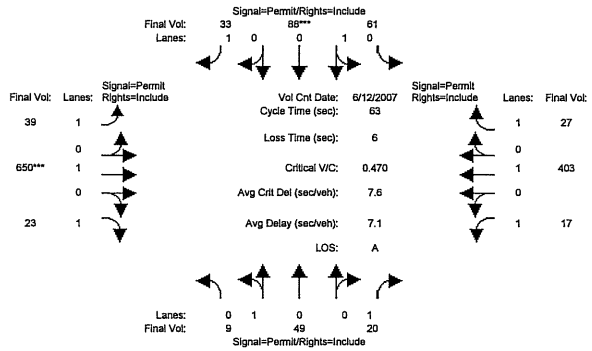


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 16 May 2006 <<												
Base Vol:	0	0	0	41	1167	22	0	61	73	42	54	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	41	1167	22	0	61	73	42	54	0
Added Vol:	0	0	0	0	0	7	2	8	8	0	24	0
PasserByVol:	0	0	0	2	117	1	0	0	0	0	0	0
Initial Fut:	0	0	0	43	1284	30	2	69	81	42	78	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	43	1284	30	2	69	81	42	78	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	43	1284	30	2	69	81	42	78	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	43	1284	30	2	69	81	42	78	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.00	1.00	0.00	0.03	0.95	0.02	0.01	0.45	0.54	0.35	0.65	0.00
Final Sat.:	0	1750	0	55	1656	39	23	794	933	630	1170	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.78	0.78	0.78	0.09	0.09	0.09	0.07	0.07	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	49.0	49.0	49.0	10.0	10.0	10.0	10.0	10.0	0.0
Volume/Cap:	0.00	0.00	0.00	1.03	1.03	1.03	0.56	0.56	0.56	0.43	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	40.4	40.4	40.4	28.2	28.2	28.2	26.0	26.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.4	40.4	40.4	28.2	28.2	28.2	26.0	26.0	0.0
LOS by Move:	A	A	A	D	D	D	C	C	C	C	C	A
HCM2kAvgQ:	0	0	0	43	43	43	4	4	4	3	3	0

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #3909: Seventh St and Taylor St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 12 Jun 2007 << 5:00-6:00PM												
Base Vol:	9	49	20	61	88	33	39	650	23	17	403	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	49	20	61	88	33	39	650	23	17	403	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	49	20	61	88	33	39	650	23	17	403	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	49	20	61	88	33	39	650	23	17	403	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	49	20	61	88	33	39	650	23	17	403	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	49	20	61	88	33	39	650	23	17	403	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.16	0.84	1.00	0.41	0.59	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	279	1521	1750	737	1063	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.08	0.08	0.02	0.02	0.34	0.01	0.01	0.21	0.02
Crit Moves:					****			****				
Green Time:	11.1	11.1	11.1	11.1	11.1	11.1	45.9	45.9	45.9	45.9	45.9	45.9
Volume/Cap:	0.18	0.18	0.06	0.47	0.47	0.11	0.03	0.47	0.02	0.01	0.29	0.02
Delay/Veh:	22.4	22.4	21.7	24.4	24.4	21.9	2.4	3.8	2.4	2.3	3.1	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	21.7	24.4	24.4	21.9	2.4	3.8	2.4	2.3	3.1	2.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	0	3	3	1	0	6	0	0	3	0

Japantown Corporation Yard Residential Mixed-Use Project
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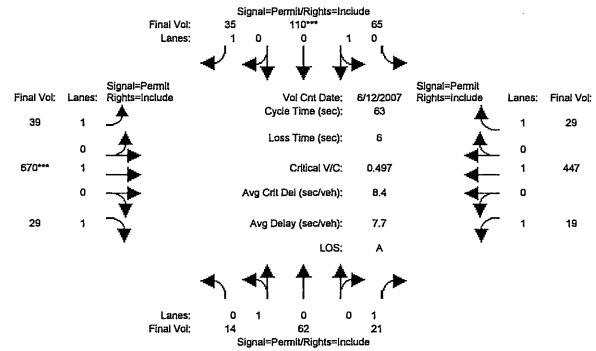
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3909: Seventh St and Taylor St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 12 Jun 2007 << 5:00-6:00PM												
Base Vol:	9	49	20	61	88	33	39	650	23	17	403	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	49	20	61	88	33	39	650	23	17	403	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	13	1	4	22	2	0	20	6	2	44	2
Initial Fut:	14	62	21	65	110	35	39	670	29	19	447	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	62	21	65	110	35	39	670	29	19	447	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	62	21	65	110	35	39	670	29	19	447	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	62	21	65	110	35	39	670	29	19	447	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.18	0.82	1.00	0.37	0.63	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	332	1468	1750	669	1131	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.10	0.10	0.02	0.02	0.35	0.02	0.01	0.24	0.02
Crit Moves:					****			****				
Green Time:	12.3	12.3	12.3	12.3	12.3	12.3	44.7	44.7	44.7	44.7	44.7	44.7
Volume/Cap:	0.22	0.22	0.06	0.50	0.50	0.10	0.03	0.50	0.02	0.02	0.33	0.02
Delay/Veh:	21.6	21.6	20.7	23.7	23.7	20.9	2.7	4.4	2.7	2.7	3.6	2.7
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:	21.6	21.6	20.7	23.7	23.7	20.9	2.7	4.4	2.7	2.7	3.6	2.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	0	4	4	1	0	6	0	0	3	0

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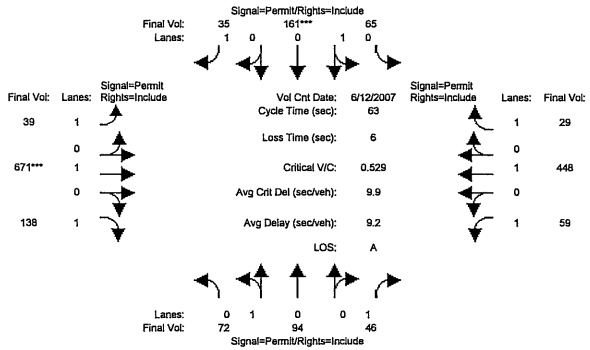
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #3909: Seventh St and Taylor St

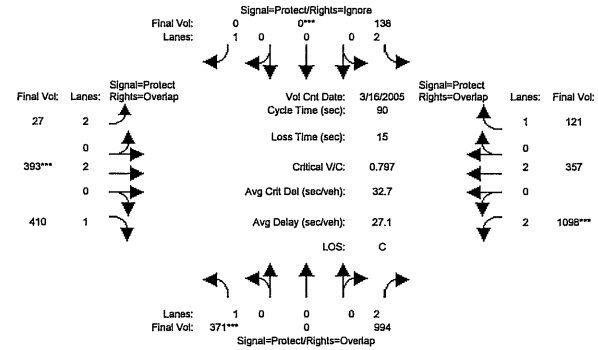


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 12 Jun 2007 << 5:00-6:00PM												
Base Vol:	9	49	20	61	88	33	39	650	23	17	403	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	49	20	61	88	33	39	650	23	17	403	27
Added Vol:	58	32	25	0	51	0	0	1	109	40	1	0
PasserByVol:	5	13	1	4	22	2	0	20	6	2	44	2
Initial Fut:	72	94	46	65	161	35	39	671	138	59	448	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	94	46	65	161	35	39	671	138	59	448	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	94	46	65	161	35	39	671	138	59	448	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	94	46	65	161	35	39	671	138	59	448	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.43	0.57	1.00	0.29	0.71	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	781	1019	1750	518	1282	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.03	0.13	0.13	0.02	0.02	0.35	0.08	0.03	0.24	0.02
Crit Moves:					****			****				
Green Time:	14.9	14.9	14.9	14.9	14.9	14.9	42.1	42.1	42.1	42.1	42.1	42.1
Volume/Cap:	0.39	0.39	0.11	0.53	0.53	0.08	0.03	0.53	0.12	0.05	0.35	0.02
Delay/Veh:	20.8	20.8	18.9	22.2	22.2	18.8	3.6	5.8	3.8	3.6	4.7	3.6
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:	20.8	20.8	18.9	22.2	22.2	18.8	3.6	5.8	3.8	3.6	4.7	3.6
LOS by Move:	C	C	B	C	C	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	1	5	5	1	0	7	1	0	4	0

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #4038: SR 87 and Taylor St *

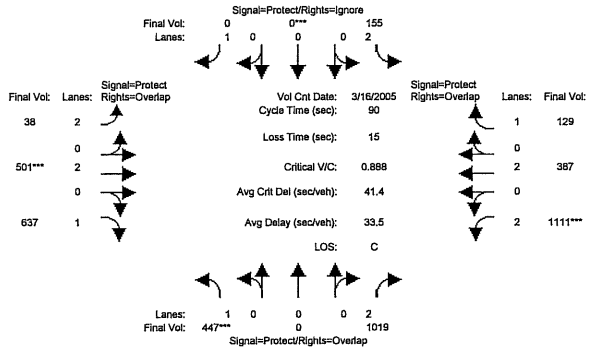


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Volume Module: >> Count Date: 16 Mar 2005 << 4:00-5:00PM												
Base Vol:	371	0	994	138	0	93	27	393	410	1098	357	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	0	994	138	0	93	27	393	410	1098	357	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	371	0	994	138	0	93	27	393	410	1098	357	121
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	0	994	138	0	0	27	393	410	1098	357	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	0	994	138	0	0	27	393	410	1098	357	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	371	0	994	138	0	0	27	393	410	1098	357	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.32	0.04	0.00	0.00	0.01	0.10	0.23	0.35	0.09	0.07
Crit Moves:	****				****			****		****		
Green Time:	23.9	0.0	39.4	23.9	0.0	0.0	21.0	11.7	35.6	39.4	30.0	54.0
Volume/Cap:	0.80	0.00	0.72	0.16	0.00	0.00	0.04	0.80	0.59	0.80	0.28	0.12
Delay/Veh:	40.1	0.0	22.7	25.4	0.0	0.0	26.7	46.8	22.8	25.2	22.2	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	0.0	22.7	25.4	0.0	0.0	26.7	46.8	22.8	25.2	22.2	7.8
LOS by Move:	D	A	C	C	A	A	C	D	C	C	C	A
HCM2kAvgQ:	13	0	15	2	0	0	0	7	10	18	4	2

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #4038: SR 87 and Taylor St *

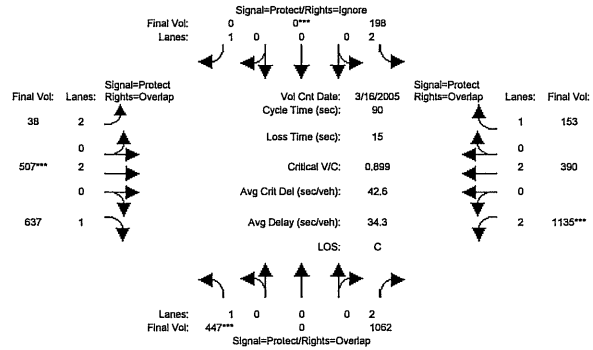


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Volume Module: >> Count Date: 16 Mar 2005 << 4:00-5:00PM												
Base Vol:	371	0	994	138	0	93	27	393	410	1098	357	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	0	994	138	0	93	27	393	410	1098	357	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	76	0	25	17	0	11	11	108	227	13	30	8
Initial Fut:	447	0	1019	155	0	104	38	501	637	1111	387	129
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	447	0	1019	155	0	0	38	501	637	1111	387	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	447	0	1019	155	0	0	38	501	637	1111	387	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	447	0	1019	155	0	0	38	501	637	1111	387	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.32	0.05	0.00	0.00	0.01	0.13	0.36	0.35	0.10	0.07
Crit Moves:	****				****			****		****		
Green Time:	25.9	0.0	35.7	25.9	0.0	0.0	20.2	13.4	39.3	35.7	28.9	54.8
Volume/Cap:	0.89	0.00	0.81	0.17	0.00	0.00	0.05	0.89	0.83	0.89	0.32	0.12
Delay/Veh:	48.0	0.0	28.4	24.1	0.0	0.0	27.4	53.4	30.4	33.3	23.3	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	0.0	28.4	24.1	0.0	0.0	27.4	53.4	30.4	33.3	23.3	7.5
LOS by Move:	D	A	C	C	A	A	C	D	C	C	C	A
HCM2kAvgQ:	16	0	17	2	0	0	1	10	19	21	4	2

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #4038: SR 87 and Taylor St *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Volume Module: >> Count Date: 16 Mar 2005 << 4:00-5:00PM												
Base Vol:	371	0	994	138	0	93	27	393	410	1098	357	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	0	994	138	0	93	27	393	410	1098	357	121
Added Vol:	0	0	43	43	0	0	0	6	0	24	3	24
PasserByVol:	76	0	25	17	0	11	11	108	227	13	30	8
Initial Fut:	447	0	1062	198	0	104	38	507	637	1135	390	153
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	447	0	1062	198	0	0	38	507	637	1135	390	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	447	0	1062	198	0	0	38	507	637	1135	390	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	447	0	1062	198	0	0	38	507	637	1135	390	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.34	0.06	0.00	0.00	0.01	0.13	0.36	0.36	0.10	0.09
Crit Moves:	****				****			****		****		
Green Time:	25.6	0.0	36.1	25.6	0.0	0.0	20.4	13.4	38.9	36.1	29.1	54.6
Volume/Cap:	0.90	0.00	0.84	0.22	0.00	0.00	0.05	0.90	0.84	0.90	0.32	0.14
Delay/Veh:	50.0	0.0	29.6	24.7	0.0	0.0	27.3	54.9	31.2	34.2	23.1	7.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	0.0	29.6	24.7	0.0	0.0	27.3	54.9	31.2	34.2	23.1	7.7
LOS by Move:	D	A	C	C	A	A	C	D	C	C	C	A
HCM2kAvgQ:	17	0	19	3	0	0	1	10	20	22	4	2

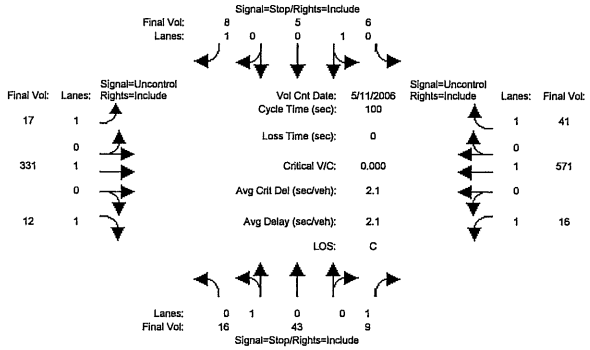
Appendix E

Unsignalized Intersection Level of Service Calculations and Signal Warrant

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #5001: Sixth St and Taylor St




```
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 11 May 2006 <<
Base Vol:      16   43    9     6    5    8    17  331   12    16  571   41
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   16   43    9     6    5    8    17  331   12    16  571   41
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   16   43    9     6    5    8    17  331   12    16  571   41
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    16   43    9     6    5    8    17  331   12    16  571   41
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:    16   43    9     6    5    8    17  331   12    16  571   41
Critical Gap Module:
Critical Gp:  7.1  6.5  6.2   7.1  6.5  6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0  3.3   3.5  4.0  3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  995 1009  331  1000  980  571   612 xxxx xxxxx   343 xxxx xxxxx
Potent Cap.:  226  242  715   224  252  524   977 xxxx xxxxx  1227 xxxx xxxxx
Move Cap.:    214  235  715   186  244  524   977 xxxx xxxxx  1227 xxxx xxxxx
Volume/Cap:  0.07 0.18 0.01  0.03 0.02 0.02  0.02 xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx  0.0  xxxx xxxx  0.0   0.1 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx 10.1 xxxxx xxxx 12.0   8.8 xxxx xxxxx   8.0 xxxx xxxxx
LOS by Move:   *    *    B     *    *    B     A    *    *     A    *    *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.:  229 xxxx xxxxx  208 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  1.0 xxxx xxxxx  0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 26.1 xxxx xxxxx 23.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    D    *    *     C    *    *     *    *    *     *    *    *
ApproachDel:      24.0            18.5           xxxxxx          xxxxxx
ApproachLOS:       C               C               *               *
                   Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #5001 Sixth St and Taylor St
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  1  0  0  1    0  1  0  0  1    1  0  1  0  1    1  0  1  0  1
Initial Vol:   16   43    9     6    5    8    17  331   12    16  571   41
ApproachDel:      24.0            18.5           xxxxxx          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=68]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1075]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
-------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=19]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1075]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

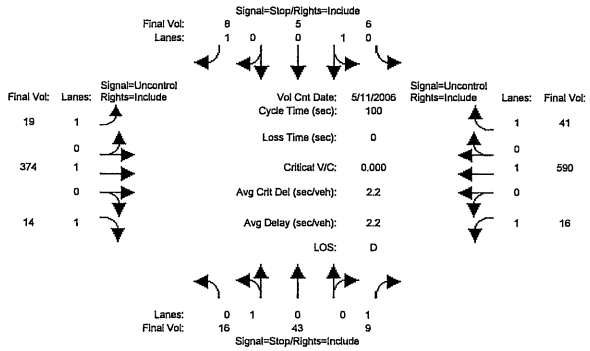
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #5001 Sixth St and Taylor St
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  1  0  0  1    0  1  0  0  1    1  0  1  0  1    1  0  1  0  1
Initial Vol:   16   43    9     6    5    8    17  331   12    16  571   41
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             988
Minor Approach Volume:           68
Minor Approach Volume Threshold: 379
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #5001: Sixth St and Taylor St




```
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 11 May 2006 <<
Base Vol:       16   43    9    6    5    8   17  331   12   16  571   41
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    16   43    9    6    5    8   17  331   12   16  571   41
Added Vol:       0    0    0    0    0    0    0    0    0    0    0    0
ATI (Interp:     0    0    0    0    0    0    2   43    2    0   19    0
Initial Fut:    16   43    9    6    5    8   19  374   14   16  590   41
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     16   43    9    6    5    8   19  374   14   16  590   41
Reduct Vol:      0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:     16   43    9    6    5    8   19  374   14   16  590   41
Critical Gap Module:
Critical Gp:   7.1  6.5  6.2  7.1  6.5  6.2  4.1 xxxx xxxxx  4.1 xxxx xxxxx
FollowUpTim:   3.5  4.0  3.3  3.5  4.0  3.3  2.2 xxxx xxxxx  2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1061 1075  374 1067 1048  590  631 xxxx xxxxx  388 xxxx xxxxx
Potent Cap.:  203  221  677  202  230  511  961 xxxx xxxxx 1182 xxxx xxxxx
Move Cap.:    192  214  677  164  222  511  961 xxxx xxxxx 1182 xxxx xxxxx
Volume/Cap:  0.08 0.20 0.01 0.04 0.02 0.02 0.02 xxxx  xxxx 0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.0 xxxx xxxx   0.0   0.1 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx  10.4 xxxxx xxxx  12.2   8.8 xxxx xxxxx   8.1 xxxx xxxxx
LOS by Move:   *    *     B     *    *     B     A    *    *     A    *    *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.:  208 xxxx xxxxx  186 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  1.1 xxxx xxxxx  0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 29.1 xxxx xxxxx 25.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    D    *    *    D    *    *    *    *    *    *    *    *
ApproachDel:      26.6            19.9           xxxxxx          xxxxxx
ApproachLOS:        D               C               *               *
```

Peak Hour Delay Signal Warrant Report

****

Intersection #5001 Sixth St and Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

```
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0 1 0 0 1    0 1 0 0 1    1 0 1 0 1    1 0 1 0 1
Initial Vol:    16   43    9    6    5    8   19  374   14   16  590   41
ApproachDel:       26.6            19.9           xxxxxx          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=68]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1141]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=19]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1141]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5001 Sixth St and Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

```
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0 1 0 0 1    0 1 0 0 1    1 0 1 0 1    1 0 1 0 1
Initial Vol:    16   43    9    6    5    8   19  374   14   16  590   41
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1054
Minor Approach Volume:           68
Minor Approach Volume Threshold: 351
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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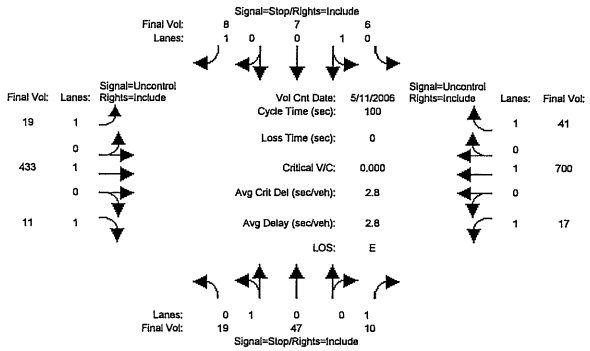
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 65 Affordable Senior Units

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

Intersection #5001: Sixth St and Taylor St




```
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 11 May 2006 <<
Base Vol:      16   43    9     6    5    8    17  331   12    16  571   41
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   16   43    9     6    5    8    17  331   12    16  571   41
Added Vol:      3    4    1     0    2    0     0   59   -3     1  110    0
ATI (Interp:    0    0    0     0    0    0     2   43    2     0   19    0
Initial Fut:   19   47   10     6    7    8    19  433   11    17  700   41
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    19   47   10     6    7    8    19  433   11    17  700   41
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:    19   47   10     6    7    8    19  433   11    17  700   41
Critical Gap Module:
Critical Gp:  7.1  6.5  6.2   7.1  6.5  6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0  3.3   3.5  4.0  3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1233 1246  433  1239 1216  700   741 xxxx xxxxx   444 xxxx xxxxx
Potent Cap.:  155  175  627   154  183  443   875 xxxx xxxxx  1127 xxxx xxxxx
Move Cap.:    144  169  627   116  176  443   875 xxxx xxxxx  1127 xxxx xxxxx
Volume/Cap:  0.13 0.28 0.02  0.05 0.04 0.02  0.02 xxxx  xxxx  0.02 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.0  xxxx xxxx   0.1   0.1 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx  10.8 xxxxx xxxx  13.3   9.2 xxxx xxxxx   8.2 xxxx xxxxx
LOS by Move:   *    *     B     *    *     B     A    *     *     A    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.:  161 xxxx xxxxx  142 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  1.8 xxxx xxxxx  0.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 42.2 xxxx xxxxx 32.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    E    *     *     D    *     *     *    *     *     *    *     *
ApproachDel:      38.1            25.5           xxxxxx           xxxxxx
ApproachLOS:       E               D               *                *
```

Peak Hour Delay Signal Warrant Report

****

Intersection #5001 Sixth St and Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

```
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0 1 0 0 1    0 1 0 0 1    1 0 1 0 1    1 0 1 0 1
Initial Vol:   19  47  10     6   7   8   19 433  11   17 700  41
ApproachDel:      38.1            25.5           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=76]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1318]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=21]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1318]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5001 Sixth St and Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

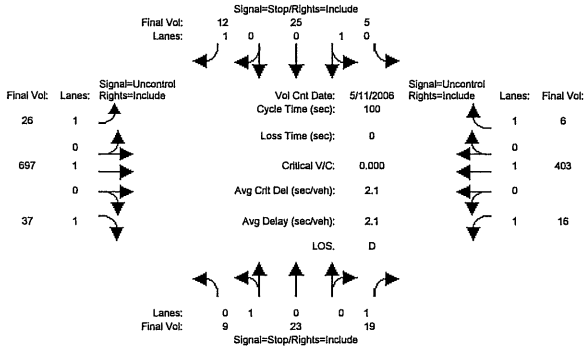
```
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0 1 0 0 1    0 1 0 0 1    1 0 1 0 1    1 0 1 0 1
Initial Vol:   19  47  10     6   7   8   19 433  11   17 700  41
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1221
Minor Approach Volume:           76
Minor Approach Volume Threshold: 288
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #5001: Sixth St and Taylor St




```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 11 May 2006 <<
Base Vol:       9   23   19     5   25   12    26  697   37    16  403    6
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    9   23   19     5   25   12    26  697   37    16  403    6
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    9   23   19     5   25   12    26  697   37    16  403    6
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     9   23   19     5   25   12    26  697   37    16  403    6
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:     9   23   19     5   25   12    26  697   37    16  403    6
Critical Gap Module:
Critical Gp:  7.1  6.5  6.2   7.1  6.5  6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0  3.3   3.5  4.0  3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1206 1190  697  1224 1221  403   409 xxxx xxxxx   734 xxxx xxxxx
Potent Cap.:  162  189  444   157  181  652  1161 xxxx xxxxx   880 xxxx xxxxx
Move Cap.:    137  182  444   132  174  652  1161 xxxx xxxxx   880 xxxx xxxxx
Volume/Cap:  0.07 0.13 0.04  0.04 0.14 0.02  0.02 xxxx  xxxx  0.02 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx  0.1  xxxx xxxx  0.1   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx 13.5 xxxxx xxxx 10.6   8.2 xxxx xxxxx   9.2 xxxx xxxxx
LOS by Move:   *    *    B     *    *    B     A    *    *     A    *    *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.:  167 xxxx xxxxx  165 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.7 xxxx xxxxx  0.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 31.7 xxxx xxxxx 31.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    D    *    *     D    *    *     *    *    *     *    *    *
ApproachDel:       24.9            25.6           xxxxxx          xxxxxx
ApproachLOS:        C               D               *               *
```

Peak Hour Delay Signal Warrant Report

****

Intersection #5001 Sixth St and Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

```
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  1  0  0  1    0  1  0  0  1    1  0  1  0  1    1  0  1  0  1
Initial Vol:    9   23   19     5   25   12    26  697   37    16  403    6
ApproachDel:       24.9            25.6           xxxxxx          xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=51]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1278]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=42]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1278]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5001 Sixth St and Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

```
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  1  0  0  1    0  1  0  0  1    1  0  1  0  1    1  0  1  0  1
Initial Vol:    9   23   19     5   25   12    26  697   37    16  403    6
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1185
Minor Approach Volume:           51
Minor Approach Volume Threshold: 301
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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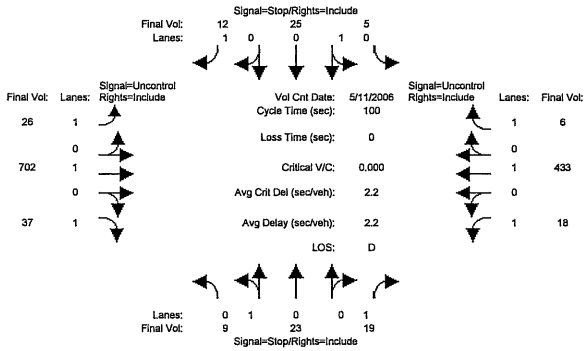
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #5001: Sixth St and Taylor St




```
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 11 May 2006 <<
Base Vol:       9   23   19     5   25   12    26  697   37    16  403    6
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    9   23   19     5   25   12    26  697   37    16  403    6
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
ATI (Interp:    0    0    0     0    0    0     0    5    0     2   30    0
Initial Fut:    9   23   19     5   25   12    26  702   37    18  433    6
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     9   23   19     5   25   12    26  702   37    18  433    6
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:     9   23   19     5   25   12    26  702   37    18  433    6
Critical Gap Module:
Critical Gp:  7.1  6.5  6.2   7.1  6.5  6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0  3.3   3.5  4.0  3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1245 1229  702  1263 1260  433   439 xxxx xxxxx   739 xxxx xxxxx
Potent Cap.:  152  179  442   148  172  627  1132 xxxx xxxxx   876 xxxx xxxxx
Move Cap.:    128  172  442   123  165  627  1132 xxxx xxxxx   876 xxxx xxxxx
Volume/Cap:  0.07 0.13 0.04  0.04 0.15 0.02  0.02 xxxx  xxxx  0.02 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.1  xxxx xxxx   0.1   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx  13.5 xxxxx xxxx  10.9   8.3 xxxx xxxxx   9.2 xxxx xxxxx
LOS by Move:   *    *     B     *    *     B     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  157 xxxx xxxxx   156 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.7 xxxx xxxxx   0.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 33.8 xxxx xxxxx  33.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    D    *     *     D    *     *     *    *     *     *    *     *
ApproachDel:       26.2             27.1            xxxxxx            xxxxxx
ApproachLOS:         D                D                 *                 *
```

Peak Hour Delay Signal Warrant Report

****

Intersection #5001 Sixth St and Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

```
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  1  0  0  1    0  1  0  0  1    1  0  1  0  1    1  0  1  0  1
Initial Vol:    9   23   19     5   25   12    26  702   37    18  433    6
ApproachDel:       26.2             27.1            xxxxxx            xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=51]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1315]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=42]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1315]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5001 Sixth St and Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

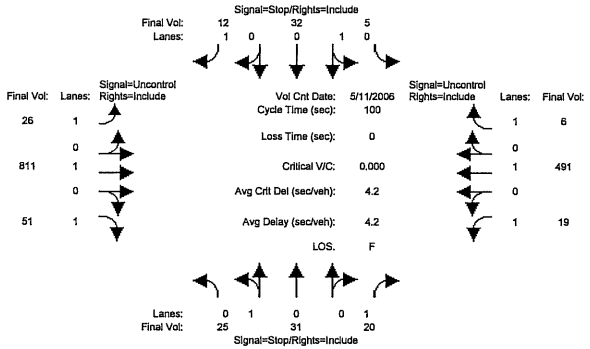
```
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  1  0  0  1    0  1  0  0  1    1  0  1  0  1    1  0  1  0  1
Initial Vol:    9   23   19     5   25   12    26  702   37    18  433    6
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1222
Minor Approach Volume:           51
Minor Approach Volume Threshold: 288
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

Japantown Corporation Yard Residential Mixed-Use Project
600 Market Rate Units, 15 KSF Retail Space, 24 Live/Work Units,
20 KSF Community Amenity Space, and 85 Affordable Senior Units

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

Intersection #5001: Sixth St and Taylor St




```
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 11 May 2006 <<
Base Vol:       9   23   19     5   25   12    26  697   37    16  403    6
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    9   23   19     5   25   12    26  697   37    16  403    6
Added Vol:     16    8    1     0    7    0     0  109   14     1   58    0
ATI (Interp:    0    0    0     0    0    0     0    5    0     2   30    0
Initial Fut:   25   31   20     5   32   12    26  811   51    19  491    6
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    25   31   20     5   32   12    26  811   51    19  491    6
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:    25   31   20     5   32   12    26  811   51    19  491    6
Critical Gap Module:
Critical Gp:  7.1  6.5  6.2   7.1  6.5  6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0  3.3   3.5  4.0  3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1417 1398  811  1443 1443  491   497 xxxx xxxxx   862 xxxx xxxxx
Potent Cap.:  116  142  383   111  133  582  1077 xxxx xxxxx   789 xxxx xxxxx
Move Cap.:     88  135  383    84  127  582  1077 xxxx xxxxx   789 xxxx xxxxx
Volume/Cap:  0.28 0.23 0.05  0.06 0.25 0.02  0.02 xxxx  xxxx  0.02 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.2  xxxx xxxx   0.1   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx  14.9 xxxxx xxxx  11.3   8.4 xxxx xxxxx   9.7 xxxx xxxxx
LOS by Move:   *    *     B     *    *     B     A    *     *     A    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  109 xxxx xxxxx   119 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  2.3 xxxx xxxxx   1.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 68.4 xxxx xxxxx  48.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    F    *     *     E    *     *     *    *     *     *    *    *
ApproachDel:      54.3             39.4            xxxxxx            xxxxxx
ApproachLOS:        F                E                 *                 *
```

Peak Hour Delay Signal Warrant Report

****

Intersection #5001 Sixth St and Taylor St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

```
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0 1 0 0 1    0 1 0 0 1    1 0 1 0 1    1 0 1 0 1
Initial Vol:   25  31  20     5  32  12    26 811  51    19 491    6
ApproachDel:      54.3             39.4            xxxxxx            xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=76]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1529]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=49]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1529]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5001 Sixth St and Taylor St

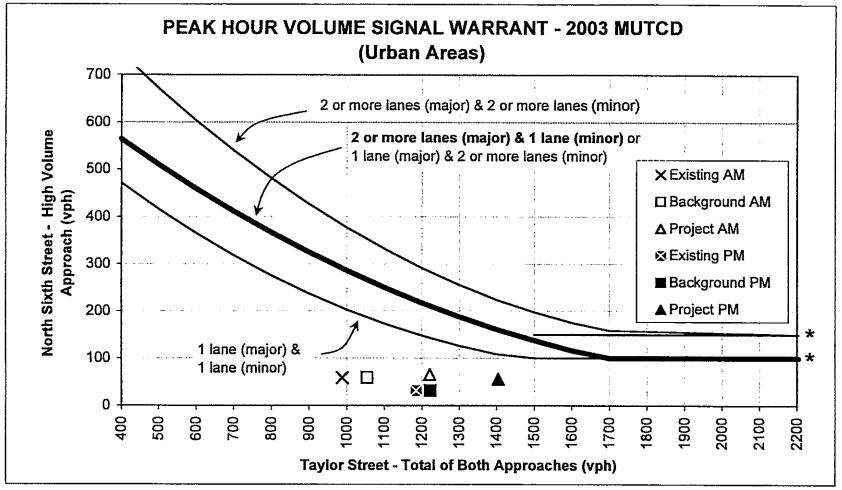
****

Future Volume Alternative: Peak Hour Warrant NOT Met

```
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0 1 0 0 1    0 1 0 0 1    1 0 1 0 1    1 0 1 0 1
Initial Vol:   25  31  20     5  32  12    26 811  51    19 491    6
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1404
Minor Approach Volume:           76
Minor Approach Volume Threshold: 228
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

North Sixth Street and Taylor Street



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

WARRANT 3 - MUTCD Peak Hour Volume

		Approach Lanes: One	Approach Lanes: 2 or More	AM Peak Hour Volumes: Existing AM	Background AM	Project AM		
Major Street - Both Approaches	Taylor Street		x	988	1054	1221		
Minor Street - Highest Approach	North Sixth Street	x		59	59	66		
		Warrant Met?		NO	NO	NO		

		Approach Lanes: One	Approach Lanes: 2 or More	PM Peak Hour Volumes: Existing PM	Background PM	Project PM		
Major Street - Both Approaches	Taylor Street		x	1185	1222	1404		
Minor Street - Highest Approach	North Sixth Street	x		32	32	56		
		Warrant Met?		NO	NO	NO		

Appendix F

City of San Jose CUBE Traffic Model Data

File Number: GP07-03-04			Acreage:	6.35	Existing GP: MU #2 and PPOS							Requested GP: MU 600 DU and 30,000 sf of retail									
					Housing							Jobs									
Base	1101	FRAME	Central	302	21	281	85	72	76	69	405	0	8	8	134	188	67	23	8	32
Add				600	0	600	171	142	147	140	138	0	3	1	18	90	26			
Subtract				0	0	0	0	0	0	0	138	0	3	1	18	90	26			
Change				600	0	600	171	142	147	140	0	0	0	0	0	0	0			
Revised	**1101**	**FRAME**	**Central**	**902**	**21**	**881**	**256**	**214**	**223**	**209**	**405**	**0**	**8**	**8**	**134**	**188**	**67**	**23**	**8**	**32**

Notes: Japantown Corp Yard: add 600 housing units; add 138 jobs = 30,000 s.f. of retail; formula used is based on Commercial Frame Area (30,000 s.f. or 0.69ac x 0.9 x 222); subtract 30,000 square feet of jobs from MU#2

General Plan Amendments
GP07-03-04
AM REGIONAL VMT & VHT COMPARISON

	Base		Project		GROWTH			
COUNTY	VMT	VHT	VMT	VHT	VMT	%	VHT	%
San Francisco County	716,117	50,845	716,076	50,810	-41	-0.006%	-35	-0.069%
San Mateo County	1,763,729	97,715	1,763,632	97,627	-98	-0.006%	-88	-0.090%
Santa Clara County	**3,895,776**	**196,637**	**3,896,596**	**197,001**	**820**	**0.021%**	**364**	**0.185%**
Alameda County	3,479,907	300,406	3,479,562	299,920	-345	-0.010%	-487	-0.162%
Conta Costa County	2,098,011	150,028	2,097,920	149,968	-91	-0.004%	-59	-0.040%
Salano County	1,109,340	68,456	1,109,344	68,432	5	0.000%	-24	-0.035%
Napa County	265,874	11,453	265,900	11,453	26	0.010%	0	0.004%
Sonoma County	922,755	50,769	922,739	50,769	-17	-0.002%	-1	-0.001%
Marin County	650,337	41,094	650,239	41,038	-99	-0.015%	-56	-0.136%
AMBAG Region	1,127,187	34,373	1,127,233	34,376	45	0.004%	2	0.006%
SJCOG Region	1,054,288	63,815	1,054,103	63,758	-184	-0.017%	-57	-0.089%

Significant impact = 0.2%

PM REGIONAL VMT & VHT COMPARISON

	Base		Project		GROWTH			
COUNTY	VMT	VHT	VMT	VHT	VMT	%	VHT	%
San Francisco County	805,083	84,361	805,140	84,307	57	0.007%	-53	-0.063%
San Mateo County	2,028,761	160,525	2,028,836	160,468	75	0.004%	-57	-0.036%
Santa Clara County	**4,510,364**	**326,927**	**4,511,255**	**327,537**	**890**	**0.020%**	**610**	**0.187%**
Alameda County	3,828,823	357,973	3,828,365	357,397	-457	-0.012%	-576	-0.161%
Conta Costa County	2,192,237	152,329	2,192,139	152,268	-98	-0.004%	-61	-0.040%
Salano County	1,151,575	54,790	1,151,506	54,766	-69	-0.006%	-24	-0.043%
Napa County	280,405	11,957	280,417	11,956	12	0.004%	-1	-0.005%
Sonoma County	989,454	55,645	989,481	55,652	27	0.003%	7	0.012%
Marin County	674,326	45,348	674,265	45,332	-61	-0.009%	-16	-0.035%
AMBAG Region	1,086,450	31,324	1,086,492	31,321	41	0.004%	-3	-0.010%
SJCOG Region	1,055,025	47,812	1,054,910	47,778	-116	-0.011%	-34	-0.072%

Significant impact = 0.2%

General Plan Amendment
GP07-03-04
Total AM Peak Hour Trips

Base

		TO							
	1hram	1	2	3	4	5	6	7	Total
FROM	1	4,029	419	255	4,068	6,415	2,829	152	18,167
	2	1,535	7,608	766	7,611	4,855	1,938	238	24,552
	3	1,488	1,177	5,737	7,656	5,240	1,270	398	22,966
	4	10,929	7,768	5,805	73,183	44,868	11,848	1,597	155,999
	5	10,000	2,767	2,454	29,236	113,283	25,098	4,226	187,063
	6	7,877	1,550	905	11,587	37,278	929,394	3,362	991,952
	7	525	378	407	2,328	4,886	2,751	66,827	78,102
	Total	36,384	21,667	16,330	135,668	216,824	975,128	76,800	1,478,801

Total Intra-county Trips = 359,152

Project

		TO							
	District	1	2	3	4	5	6	7	Total
FROM	1	4,028	419	255	4,069	6,414	2,829	153	18,166
	2	1,534	7,608	766	7,610	4,855	1,941	238	24,552
	3	1,488	1,177	5,737	7,654	5,240	1,271	399	22,966
	4	10,946	7,775	5,807	73,278	44,926	11,874	1,599	156,206
	5	9,997	2,766	2,453	29,237	113,276	25,110	4,228	187,066
	6	7,870	1,549	904	11,576	37,251	929,459	3,359	991,968
	7	525	377	407	2,326	4,884	2,752	66,834	78,105
	Total	36,387	21,671	16,329	135,750	216,846	975,236	76,810	1,479,030

Total Intra-county Trips = 359,315

Growth = 163
Growth Percentage = 0.045%

General Plan Amendment
GP07-03-04
Total Inbound/Outbound Trips

	In	Out
Base	145	154
Project	238	362
Growth	93	208

Notes:

District 1	North San Jose
District 2	Evergreen
District 3	South San Jose
District 4	Remainder of City
District 5	Remainder of County
District 6	North Counties
District 7	South Counties

General Plan Amendment
GP07-03-04
Total PM Peak Hour Trips

Base

		TO							
	District	1	2	3	4	5	6	7	Total
FROM	1	6,270	1,555	1,438	12,090	12,447	8,534	594	42,928
	2	611	9,630	1,245	8,891	3,311	1,854	449	25,993
	3	382	981	7,385	7,423	3,187	1,135	525	21,018
	4	5,859	9,174	8,949	91,790	37,018	13,259	2,873	168,921
	5	8,437	4,988	5,335	48,905	143,398	41,489	6,265	258,816
	6	3,553	2,020	1,333	12,741	30,007	1,092,904	3,651	1,146,210
	7	84	166	289	1,085	2,938	2,426	59,798	66,785
	Total	25,196	28,513	25,974	182,925	232,306	1,161,601	74,155	1,730,670

Total Intra-county Trips = 440,698

Project

		TO							
	District	1	2	3	4	5	6	7	Total
FROM	1	6,269	1,554	1,437	12,106	12,443	8,526	593	42,930
	2	611	9,629	1,245	8,896	3,312	1,853	449	25,995
	3	382	981	7,385	7,426	3,187	1,135	525	21,020
	4	5,862	9,175	8,948	91,898	37,023	13,255	2,871	169,031
	5	8,437	4,987	5,334	48,955	143,393	41,463	6,263	258,833
	6	3,553	2,020	1,336	12,764	30,011	1,092,968	3,652	1,146,304
	7	84	166	289	1,087	2,939	2,424	59,805	66,794
	Total	25,198	28,512	25,975	183,131	232,308	1,161,624	74,158	1,730,906

Total Intra-county Trips = 440,875

Growth = 177
Growth Percentage = 0.040%

General Plan Amendment
GP07-03-04
Total Inbound/Outbound Trips

	In	Out
Base	197	182
Project	413	301
Growth	216	119

Notes:

District 1	North San Jose
District 2	Evergreen
District 3	South San Jose
District 4	Remainder of City
District 5	Remainder of County
District 6	North Counties
District 7	South Counties

General Plan Amendment
GP07-03-04
Proximity Analysis

PROXIMITY RADIUS 0.6 MILE

TRAVEL STATISTICS IN PROXIMITY AREA (AM)

	BASE AM	PROJECT AM	GROWTH AM	GROWTH % AM
CONGESTED LINKS				
VMT	8727.85	8800.14	72.29	0.83%
VHT	742.81	747.96	5.15	
NEW LINK	4	--	--	
SIGNIFICANT IMPACT	1/2 of all link VMT growth & 100 VMT		= 100 for AM	
ALL LINKS				
VMT	18426.21	18582.73	156.52	0.85%
VHT	1154.11	1162.8	8.69	

TRAVEL STATISTICS IN PROXIMITY AREA (PM)

	BASE PM	PROJECT PM	GROWTH PM	GROWTH % PM
CONGESTED LINKS				
VMT	12385.99	12605.92	219.93	1.78%
VHT	1689.16	1703.73	14.57	
NEW LINK	15	--	--	
SIGNIFICANT IMPACT	1/2 of all link VMT growth & 100 VMT		= 100 for PM	
ALL LINKS				
VMT	22044.73	22215.02	170.29	0.77%
VHT	2113.41	2125.98	12.57	

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GP07-03-04 -- Japantown/Corpyard
11/28/2007
E/F links w/in 0.60 miles of TAZ 1101 w/ increase in VMT under project condition

cube

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C:\sjgp\GP07-03-04\PROXIMITYPM2.NET
GP07-03-04 -- Japantown/Corpyard
11/28/2007
E/F links w/in 0.60 miles of TAZ 1101 w/ increase in VMT under project condition

cube

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General Plan Amendment
GP07-03-04
Aggregated Screenline Analysis
in AM Peak Direction

Link # 1 NB
S/O Naglee/Jackson/Mabury

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	6049	6050	CA-87	1795	1900	0.94	1795	1900	0.94	Yes	1
2	6816	5206	CA-87	4058	3800	1.07	4061	3800	1.07	Yes	3
3	5986	5869	CA-87	1472	1400	1.05	1472	1400	1.05	Yes	0
4	6661	6737	N First	966	900	1.07	966	900	1.07	Yes	0
5	6721	6704	N Third	261	650	0.44	262	650	0.44	No	0
6	6722	4168	N Fourth	899	900	1.00	901	900	1.00	Yes	1
7	6723	4169	N Seventh	547	600	0.91	562	600	0.94	Yes	15
8	6724	4170	N 10th	544	600	0.91	544	600	0.91	Yes	0
9	6725	4171	N 11th	529	600	0.88	528	600	0.88	No	-1

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	11072	11350	0.976	11091	11350	0.977	9	19
All E/F Links	10282	10100	1.018	10301	10100	1.020	7	20
Average Link Cap		1261						
Average E/F Link Cap		1443						
5% Average Link Cap		63.00						
2.5% Average E/F Link Cap		36.00						

	All Links	E/F Links
Change in V/C	0.002	0.002
Change in Volume	19	20
Significant Impact		0.005 in V/C & 36 in Vol

Link # 2 N/W
S/O SR-17 & I-880

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	6073	5465	CA-87	1814	1900	0.95	1822	1900	0.96	Yes	8
2	5614	8116	CA-87	4851	3800	1.28	4848	3800	1.28	Yes	-3
3	6642	8559	N First	1817	1800	1.01	1834	1800	1.02	Yes	17
4	6643	6579	N Fourth	2098	1800	1.17	2116	1800	1.18	Yes	18
5	6644	9215	N 10th	1626	1800	0.90	1639	1800	0.91	Yes	13

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	12205	11100	1.100	12259	11100	1.104	5	54
All E/F Links	12205	11100	1.100	12259	11100	1.104	5	54
Average Link Cap		2220						
Average E/F Link Cap		2220						
5% Average Link Cap		111.00						
2.5% Average E/F Link Cap		55.00						

	All Links	E/F Links
Change in V/C	0.005	0.005
Change in Volume	54	54
Significant Impact		0.005 in V/C & 55 in Vol

General Plan Amendment
GP07-03-04
Aggregated Screenline Analysis
in AM Peak Direction

Link # 3 WB
E/O I-880 & 10th/11th

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	8487	8486	St James	577	900	0.64	575	900	0.64	No	-1
2	8444	8474	Julian	778	900	0.86	778	900	0.86	No	-1
3	6734	6733	Washington	96	600	0.16	96	600	0.16	No	0
4	6726	6725	Empire	291	600	0.49	291	600	0.49	No	0
5	4172	4171	Jackson	422	600	0.70	422	600	0.70	No	0
6	8550	8552	Taylor	873	900	0.97	884	900	0.98	Yes	11
7	4157	4142	Mission	430	600	0.72	431	600	0.72	No	1
8	8544	8554	Hedding	1833	1800	1.02	1832	1800	1.02	Yes	-2
9	11178	11186	US-101	2183	1900	1.15	2184	1900	1.15	Yes	0
10	9218	9216	US-101	7179	5700	1.26	7179	5700	1.26	Yes	0

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	14662	14500	1.011	14671	14500	1.012	10	9
All E/F Links	12069	10300	1.172	12078	10300	1.173	4	10
Average Link Cap		1450						
Average E/F Link Cap		2575						
5% Average Link Cap		72.00						
2.5% Average E/F Link Cap		64.00						

	All Links	E/F Links
Change in V/C	0.001	0.001
Change in Volume	9	10
Significant Impact		0.005 in V/C & 64 in Vol

Link # 4 WB
Guadalupe River

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	8774	8777	I-880	6112	5700	1.07	6107	5700	1.07	Yes	-5
2	5611	4147	Hedding	1723	1800	0.96	1753	1800	0.97	Yes	30
3	6845	8591	Taylor	1183	1800	0.66	1202	1800	0.67	No	19
4	6859	19001	Coleman	1731	1800	0.96	1730	1800	0.96	Yes	-1
5	8697	4700	Julian	1197	1800	0.67	1198	1800	0.67	No	1

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	11946	12900	0.926	11989	12900	0.929	5	44
All E/F Links	9566	9300	1.029	9590	9300	1.031	3	24
Average Link Cap		2580						
Average E/F Link Cap		3100						
5% Average Link Cap		129.00						
2.5% Average E/F Link Cap		77.00						

	All Links	E/F Links
Change in V/C	0.003	0.003
Change in Volume	44	24
Significant Impact		0.005 in V/C & 77 in Vol

General Plan Amendment
GP07-03-04
Aggregated Screenline Analysis
in PM Peak Direction

Link # 1 SB
S/O Naglee/Jackson/Mabury

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	5981	6001	CA-87	1342	1400	0.96	1346	1400	0.96	Yes	4
2	5538	6861	CA-87	4401	3800	1.16	4399	3800	1.16	Yes	-2
3	6177	6178	CA-87	1348	1900	0.71	1350	1900	0.71	No	3
4	6737	6661	N First	516	900	0.57	516	900	0.57	No	0
5	6663	6720	N Second	586	650	0.98	586	650	0.98	Yes	0
6	6704	6721	N Third	559	650	0.93	557	650	0.93	Yes	-2
7	4168	6722	N Fourth	929	900	1.03	942	900	1.05	Yes	13
8	4169	6723	N Seventh	560	600	0.93	562	600	0.94	Yes	1
9	4170	6724	N 10th	641	600	1.07	641	600	1.07	Yes	0
10	4171	6725	N 11th	545	600	0.91	546	600	0.91	Yes	2

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	11427	12000	0.952	11446	12000	0.954	10	18
All E/F Links	9564	9200	1.040	9580	9200	1.041	8	16
Average Link Cap		1200						
Average E/F Link Cap		1150						
5% Average Link Cap		60.00						
2.5% Average E/F Link Cap		28.00						

	All Links	E/F Links
Change in V/C	0.002	0.002
Change in Volume	18	16
Significant Impact		0.005 in V/C & 28 in Vol

Link # 2 S/E
S/O SR-17 & I-880

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	8117	5771	CA-87	5323	3800	1.40	5340	3800	1.41	Yes	17
2	5466	6090	CA-87	1271	1900	0.67	1273	1900	0.67	No	2
3	8559	6642	N First	1822	1800	1.01	1865	1800	1.04	Yes	44
4	6579	6643	N Fourth	2557	1800	1.42	2556	1800	1.42	Yes	0
5	9215	6644	N 10th	1848	1800	1.03	1856	1800	1.03	Yes	8

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	12820	11100	1.155	12891	11100	1.161	5	71
All E/F Links	11549	9200	1.255	11618	9200	1.263	4	69
Average Link Cap		2220						
Average E/F Link Cap		2300						
5% Average Link Cap		111.00						
2.5% Average E/F Link Cap		57.00						

	All Links	E/F Links
Change in V/C	0.006	0.008
Change in Volume	71	69
Significant Impact		0.005 in V/C & 57 in Vol

General Plan Amendment
GP07-03-04
Aggregated Screenline Analysis
in PM Peak Direction

Link # 3 EB
E/O I-880 & 10th/11th

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	8486	8487	St James	691	900	0.77	691	900	0.77	No	0
2	8474	8444	Julian	703	900	0.78	703	900	0.78	No	0
3	6733	6734	Washington	265	600	0.44	265	600	0.44	No	0
4	6725	6726	Empire	394	600	0.66	390	600	0.65	No	-4
5	4171	4172	Jackson	506	600	0.84	506	600	0.84	No	1
6	8552	8550	Taylor	890	900	0.99	910	900	1.01	Yes	20
7	4142	4157	Mission	527	600	0.88	535	600	0.89	No	8
8	8554	8544	Hedding	1899	1800	1.05	1899	1800	1.05	Yes	0
9	8540	8541	US-101	7154	5700	1.26	7154	5700	1.26	Yes	0
10	11183	11179	US-101	2233	1900	1.18	2239	1900	1.18	Yes	6

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	15261	14500	1.053	15291	14500	1.055	10	29
All E/F Links	12175	10300	1.182	12201	10300	1.185	4	26
Average Link Cap		1450						
Average E/F Link Cap		2575						
5% Average Link Cap		72.00						
2.5% Average E/F Link Cap		64.00						

	All Links	E/F Links
Change in V/C	0.002	0.002
Change in Volume	29	26
Significant Impact		0.005 in V/C & 64 in Vol

Link # 4 EB
Guadalupe River

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	8583	8560	I-880	6780	5700	1.19	6808	5700	1.19	Yes	27
2	4147	5611	Hedding	1778	1800	0.99	1791	1800	0.99	Yes	13
3	8591	6845	Taylor	1373	1800	0.76	1374	1800	0.76	No	2
4	4700	8697	Julian	1510	1800	0.84	1510	1800	0.84	No	0

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	11441	11100	1.031	11483	11100	1.035	4	42
All E/F Links	8558	7500	1.141	8598	7500	1.146	2	40
Average Link Cap		2775						
Average E/F Link Cap		3750						
5% Average Link Cap		138.00						
2.5% Average E/F Link Cap		93.00						

	All Links	E/F Links
Change in V/C	0.004	0.005
Change in Volume	42	40
Significant Impact		0.005 in V/C & 93 in Vol

Winter 2008 Cumulative
Appendix A -- GPAs included in analysis

1	**GP03-02-02**		21	GP06-05-01
2	GP05-02-02		22	GP05-06-01
3	GP05-02-03		23	GP05-06-02
4	GP06-02-02		24	GP05-06-03
5	**GP06-02-04 (CVSP)**		25	GP06-06-02
6	GP07-02-01		26	GP07-06-01
7	GP05-03-05		27	GP07-06-03
8	GP05-03-07		28	GP02-07-03
9	GP06-03-02		29	GP05-07-02
10	GP07-03-01		30	GP06-07-04
11	GP07-03-02		31	**GP05-08-01**
12	**GP07-03-03**		32	GP06-08-01
13	GP07-03-04		33	GP04-09-01
14	GP04-04-02		34	GP04-10-01
15	GP05-04-08		35	GP07-10-01
16	**GP06-04-01**			
17	GP06-04-05			
18	GP07-04-01			
19	GP07-04-02			
20	GP05-05-03			
35 General Plan Amendments				
	Amendments 1, 5, 12, 16, and 31 include network changes			

Winter 2008 Cumulative

TAZ	HH	JOBS	GPA
—	0	0	GP04-10-01
40	3913	78	CVSP
41	63	0	CVSP
332	0	0	GP05-02-03
541	0	-1	GP07-04-02
543	495	-42	GP06-04-01
547	1658	-730	Evergreen
559	873	-2673	CVSP
560	737	-2542	CVSP
561	843	4044	CVSP
562	831	-1524	CVSP
563	322	2939	CVSP
564	1587	-2360	CVSP
565	1095	-941	CVSP
566	1877	303	CVSP
567	38	-61	CVSP
568	175	-604	CVSP
569	1073	2726	CVSP
570	48	340	CVSP
571	1208	482	CVSP
572	285	1962	CVSP
573	188	0	CVSP
574	636	3106	CVSP
662	0	259	GP07-02-01
663	0	259	GP07-02-01
664	227	-98	GP07-02-01
667	1172	-2178	GP07-02-01
668	0	1549	GP07-02-01
678	28	-18	GP05-02-02
712	-31	127	GP07-06-03
734	812	1651	CVSP
740	127	1	GP06-02-02
754	460	-38	GP05-06-03
790	191	-93	GP07-06-01
806	593	-2037	Evergreen
807	1357	-7152	Evergreen
808	0	837	GP07-02-01
809	0	683	GP07-02-01
818	11	0	GP07-10-01 (alt 2)
823	381	2139	CVSP
824	1959	46	CVSP
834	619	0	Evergreen
839	0	-531	GP07-04-01
852	-3	3029	CVSP
853	89	21	CVSP
854	781	1581	CVSP
855	1948	831	CVSP
856	0	2704	CVSP
857	851	4088	CVSP
858	1221	-1188	CVSP
859	511	2305	CVSP
860	225	0	CVSP
862	1634	1170	CVSP
863	424	647	CVSP
881	78	-32	GP05-05-03(REV)
886	968	-1133	GP05-06-01 & GP05-06-02
895	-3	6	GP06-06-02
912	12	0	GP04-09-01
939	208	0	Evergreen
953	826	-100	GP05-04-08
979	243	-326	GP04-04-02
1005	750	-22	GP06-04-05
1019	31	0	GP06-05-01
1025	321	-227	GP05-03-07
1076	500	233	Evergreen
1077	244	-89	GP06-08-01
1084	918	-414	GP05-03-05
1100	43	1	GP07-03-02
1101	600	0	GP07-03-04
1172	432	-642	GP07-03-01
1183	0	-18	GP06-07-04
1184	0	0	GP05-07-02
1186	359	26	GP02-07-03
	40,060	**12,359**	

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
File Number:		GP05-02-02	Acreage:	1.46		Existing GP:	GC					Requested GP:	MHDR (12-25 DU/AC)				
Base	678	Not Core or Frame	Edenvale	654	840	14	51	111	265	427	272	15	13	7	70	147	20
Add				28	7	21	2	4	9	14	0						
Subtract				0							18	0	0	0	14	2	2
Change				28	7	21	2	4	9	14	-18	0	0	0	-14	-2	-2
Revised	**678**	**Not Core or Frame**	**Edenvale**	**682**	**847**	**35**	**53**	**115**	**274**	**441**	**254**	**15**	**13**	**7**	**56**	**145**	**18**
Notes:																	
File Number:		GP05-02-03	Acreage:	73.08		Existing GP:	Agriculture w/Coyote Greenbelt Overlay					Requested GP:	Public Park/Open Space w/Coyote Greenbelt				
Base	332	Not Core or Frame	West Valley	1344	777	567	175	255	363	551	425	1	77	13	37	185	112
Add				0							0						
Subtract				0							0						
Change				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Revised	**332**	**Not Core or Frame**	**West Valley**	**1344**	**777**	**567**	**175**	**255**	**363**	**551**	**425**	**1**	**77**	**13**	**37**	**185**	**112**
Notes:																	
File Number:		GP06-02-02	Acreage:	3.2		Existing GP:	RR (0.2 DU/AC)					Requested GP:	HDR (25-50 DU/AC)				
Base	740	Not Core or Frame	Edenvale	245	209	36	15	32	75	123	312	7	35	6	1	254	10
Add				128	0	128	8	16	39	64	0						
Subtract				1	1	0	0	0	0	1	0						
Change				127	-1	128	8	16	39	63	0	0	0	0	0	0	0
Revised	740	Not Core or Frame	Edenvale	372	208	164	23	48	114	186	312	7	35	6	1	254	10
Notes:	Applicant requested to change the acreage to 3.2 ac																
File Number:		GP07-02-01	Acreage:	62		Existing GP:	MU #18 -No Underlying Designation					Requested GP:	MHDR (12-25 DU/AC)				
Base	667	Not Core or Frame	Edenvale	0	0	0	0	0	0	0	2778	27	934	186	351	976	304
Add				1172	293	879	76	148	360	588	0	0	0	0	0	0	0
Subtract				0	0	0	0	0	0	0	3486	35	1394	279	35	1394	349
Change				1172	293	879	76	148	360	588	-3486	-35	-1394	-279	-35	-1394	-349
Revised	**667**	**Not Core or Frame**	**Edenvale**	**1172**	**293**	**879**	**76**	**148**	**360**	**588**	**599**	**6**	**240**	**48**	**6**	**240**	**60**
Notes:	iStar: The base is customized from land use data as a result of GP03-02-05, which entitled 450,000 s.f. of retail (514 jobs) and 1,000,000 s.f of IP (3,070 jobs); 81% of the retail was previously distributed to TAZ 667 and 19% to TAZ 664																
	Here we subtracted all jobs (81% of 450,000 s.f. or 416 retail jobs; also subtract 3070 jobs which is the equivalent of 1,000,000 s.f. of IP jobs under previous GPA) (a total of 3,486 jobs) but retained the 12.8 acres of IP for Equinix (599 jobs) a																
File Number:		GP07-02-01	Acreage:	12		Existing GP:	MU #18 -No Underlying Designation					Requested GP:	MHDR (12-25 DU/AC)				
Base	664	Not Core or Frame	Edenvale	0	0	0	0	0	0	0	3354	2	3187	9	78	56	22
Add				227	57	170	15	29	70	114	0	0	0	0	0	0	0
Subtract				0	0	0	0	0	0	0	98	1	0	0	77	10	10
Change				227	57	170	15	29	70	114	-98	-1	0	0	-77	-10	-10
Revised	**664**	**Not Core or Frame**	**Edenvale**	**227**	**57**	**170**	**15**	**29**	**70**	**114**	**3256**	**1**	**3187**	**9**	**1**	**46**	**12**
Notes:	iStar: The base is customized from land use data as a result of GP03-02-05; subtract 19% of 514 jobs from 450,000 s.f. of retail = 98 commercial jobs; add housing																
File Number:		GP07-02-01	Acreage:	N/A		Existing GP:	N/A					Requested GP:	N/A				
Base	663	Not Core or Frame	Edenvale	1390	0	1390	90	176	427	697	3520	8	318	64	479	2509	142
Add				0							257	3	103	21	3	103	26
Subtract				0								0	0	0	0	0	0
Change				0	0	0	0	0	0	0	257	3	103	21	3	103	26
Revised	**663**	**Not Core or Frame**	**Edenvale**	**1390**	**0**	**1390**	**90**	**176**	**427**	**697**	**3777**	**11**	**421**	**85**	**482**	**2612**	**168**
Notes:	This is 50% of the 450,000 s.f. of commercial relocated from iStar onto the Hitachi site within Edenvale Area 5. No GP change, FAR increase only.																
File Number:		GP07-02-01	Acreage:	N/A		Existing GP:	N/A					Requested GP:	N/A				
Base	662	Not Core or Frame	Edenvale	1640	208	1432	106	208	503	823	2318	4	145	29	35	2064	41
Add				0							257	3	103	21	3	103	26
Subtract				0								0	0	0	0	0	0
Change				0	0	0	0	0	0	0	257	3	103	21	3	103	26
Revised	**662**	**Not Core or Frame**	**Edenvale**	**1640**	**208**	**1432**	**106**	**208**	**503**	**823**	**2575**	**7**	**248**	**50**	**38**	**2167**	**67**
Notes:	This is the other 50% of the 450,000 s.f. of commercial relocated from iStar onto the Hitachi site within Edenvale Area 5.; south of Beswick Drive in different TAZ. No GP change, FAR increase only.																
File Number:		GP07-02-01	Acreage:	17.9		Existing GP:	IP					Requested GP:	No Change				
Base	808	Not Core or Frame	Edenvale	0	0	0	0	0	0	0	3361	10	1216	577	610	542	406
Add				0							837	8	335	67	8	335	84
Subtract				0							0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	837	8	335	67	8	335	84
Revised	**808**	**Not Core or Frame**	**Edenvale**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4198**	**18**	**1551**	**644**	**618**	**877**	**490**
Notes:	This is 272,918 s.f. of the 1,000,000 s.f. of IP jobs (3,070 jobs) relocated from iStar into Edenvale Area 2. No GP change, FAR increase only.																

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
File Number:		GP07-02-01	Acreage:	14.6		Existing GP:	IP					Requested GP:	No Change				
Base	809	Not Core or Frame	Edenvale	0	0	0	0	0	0	0	3229	14	1502	142	18	1411	142
Add				0							683	7	273	55	7	273	68
Subtract				0							0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	683	7	273	55	7	273	68
Revised	**809**	**Not Core or Frame**	**Edenvale**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3912**	**21**	**1775**	**197**	**25**	**1684**	**210**
Notes:	This is 222,361 s.f. of the 1,000,000 s.f. of IP jobs (3,070 jobs) relocated from iStar into Edenvale Area 2. No GP change, FAR increase only.																
File Number:		GP07-02-01	Acreage:	33.1		Existing GP:	IP					Requested GP:	No Change				
Base	668	Not Core or Frame	Edenvale	1	1	0	0	0	0	1	2585	0	691	188	456	694	556
Add				0							1549	15	620	124	15	620	155
Subtract				0							0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	1549	15	620	124	15	620	155
Revised	**668**	**Not Core or Frame**	**Edenvale**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**4134**	**15**	**1311**	**312**	**471**	**1314**	**711**
Notes:	This is 504,721 s.f. of the 1,000,000 s.f. of IP jobs (3,070 jobs) relocated from iStar into Edenvale Area 2. No GP change, FAR increase only.																
File Number:		GP05-03-05	Acreage:	23		Existing GP:	LI					Requested GP:	HDR (25 - 50 DU/AC)				
Base	1084	Not Core or Frame	Central	256	117	139	72	61	64	59	2335	164	382	160	333	746	548
Add				918	0	918	262	218	225	214	0						
Subtract				0							414	8	108	54	33	95	116
Change				918	0	918	262	218	225	214	-414	-8	-108	-54	-33	-95	-116
Revised	**1084**	**Not Core or Frame**	**Central**	**1174**	**117**	**1057**	**334**	**279**	**289**	**273**	**1921**	**156**	**274**	**106**	**300**	**653**	**432**
Notes:																	
File Number:		GP05-03-07	Acreage:	8.5		Existing GP:	Light Industrial					Requested GP:	MHDR (12-25 DU/AC)				
Base	1025	Not Core or Frame	Alum Rock	2921	443	2478	492	578	852	999	1828	1	273	190	348	762	254
Add				161	40	121	3	7	20	131	0						
Subtract				0							153	3	40	20	12	35	43
Change				161	40	121	3	7	20	131	-153	-3	-40	-20	-12	-35	-43
Revised	**1025**	**Not Core or Frame**	**Alum Rock**	**3082**	**483**	**2599**	**495**	**585**	**872**	**1130**	**1675**	**-2**	**233**	**170**	**336**	**727**	**211**
Notes:																	
File Number:		GP05-03-07	Acreage:	4		Existing GP:	Light Industrial					Requested GP:	HDR (25 - 50 DU/AC)				
Base	1025	Not Core or Frame	Alum Rock	2921	443	2478	492	578	852	999	1828	1	273	190	348	762	254
Add				160	0	160	27	31	47	55	0						
Subtract				0							72	1	19	9	6	17	20
Change				160	0	160	27	31	47	55	-72	-1	-19	-9	-6	-17	-20
Revised	**1025**	**Not Core or Frame**	**Alum Rock**	**3081**	**443**	**2638**	**519**	**609**	**899**	**1054**	**1756**	**0**	**254**	**181**	**342**	**745**	**234**
Notes:																	
File Number:		GP05-03-07	Acreage:	0.5		Existing GP:	Light Industrial					Requested GP:	GC				
Base	1025	Not Core or Frame	Alum Rock	2921	443	2478	492	578	852	999	1826	1	273	190	348	762	254
Add				0							7	0	0	0	5	1	1
Subtract				0							9	0	2	1	1	2	3
Change				0	0	0	0	0	0	0	-2	0	-2	-1	4	-1	-2
Revised	**1025**	**Not Core or Frame**	**Alum Rock**	**2921**	**443**	**2478**	**492**	**578**	**852**	**999**	**1826**	**1**	**271**	**189**	**352**	**761**	**252**
Notes:																	
File Number:		GP06-03-02	Acreage:	2.56		Existing GP:	GC					Requested GP:	TCR (20+ DU/AC)				
Base	1172	Not Core or Frame	Central	321	51	270	90	77	80	74	941	1	86	49	217	410	179
Add				115	0	115	33	27	28	27	170	2	0	0	134	17	17
Subtract				0							31	0	0	0	25	3	3
Change				115	0	115	33	27	28	27	139	2	0	0	109	14	14
Revised	**1172**	**Not Core or Frame**	**Central**	**436**	**51**	**385**	**123**	**104**	**108**	**101**	**1080**	**3**	**86**	**49**	**326**	**424**	**193**
Notes:																	
File Number:		GP07-03-01	Acreage:	5.18		Existing GP:	Commercial/Light Industrial					Requested GP:	HDR (20-50 DU/AC)				
Base	1172	Not Core or Frame	Central	321	51	270	90	77	80	74	941	1	86	49	217	410	179
Add				207	0	207	58	50	52	48	0						
Subtract				0							1036	0	21	10	135	673	197
Change				207	0	207	58	50	52	48	-1036	0	-21	-10	-135	-673	-197
Revised	**1172**	**Not Core or Frame**	**Central**	**528**	**51**	**477**	**148**	**127**	**132**	**122**	**0**	**1**	**65**	**39**	**82**	**0**	**0**
Notes:	Within Martha Gardens Specific Plan (use standard distribution for Commercial uses in the Frame Area)																
Notes:	revised +/- jobs, zero out negatives																

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
File Number:		GP07-03-01	Acreage:	0.11		Existing GP:	Preservation/Single Family					Requested GP:	HDR (20-50 DU/AC)				
Base	1172	Not Core or Frame	Central	321	51	270	90	77	80	74	941	1	86	49	217	410	179
Add				4	0	4	1	1	1	1	0						
Subtract				1	1	0	0	0	0	0	0						
Change				3	-1	4	1	1	1	1	0	0	0	0	0	0	0
Revised	**1172**	**Not Core or Frame**	**Central**	**324**	**50**	**274**	**91**	**78**	**81**	**75**	**941**	**1**	**86**	**49**	**217**	**410**	**179**
Notes:	Within Martha Gardens Specific Plan																
Notes:	revised +/- jobs, zero out negatives																
File Number:		GP07-03-01	Acreage:	1.58		Existing GP:	Heavy Industrial					Requested GP:	HDR (20-50 DU/AC)				
Base	1172	Not Core or Frame	Central	321	51	270	90	77	80	74	941	1	86	49	217	410	179
Add				63	0	63	18	15	15	15	0						
Subtract				0							27	0	8	3	2	6	8
Change				63	0	63	18	15	15	15	-27	0	-8	-3	-2	-6	-8
Revised	**1172**	**Not Core or Frame**	**Central**	**384**	**51**	**333**	**108**	**92**	**95**	**89**	**914**	**1**	**78**	**46**	**215**	**404**	**171**
Notes:	Outside Martha Gardens Specific Plan																
Notes:	revised +/- jobs, zero out negatives																
File Number:		GP07-03-01	Acreage:	1.11		Existing GP:	Pedestrian Emphasis/Public Street					Requested GP:	HDR (20-50 DU/AC)				
Base	1172	Not Core or Frame	Central	321	51	270	90	77	80	74	941	1	86	49	217	410	179
Add				44	0	44	13	10	11	10	0						
Subtract				0							0						
Change				44	0	44	13	10	11	10	0	0	0	0	0	0	0
Revised	**1172**	**Not Core or Frame**	**Central**	**365**	**51**	**314**	**103**	**87**	**91**	**84**	**941**	**1**	**86**	**49**	**217**	**410**	**179**
Notes:	Within Martha Gardens Specific Plan																
Notes:	revised +/- jobs, zero out negatives																
File Number:		GP07-03-02	Acreage:	3.24		Existing GP:	HDR (25-50 DU/AC)					Requested GP:	MU # 1 (UP TO 172 DU)				
Base	1100	Not Core or Frame	Central	676	7	669	189	162	169	156	709	1	107	88	46	212	256
Add				172	0	172	49	41	42	40	0						
Subtract				129	0	129	37	31	32	30	0						
Change				43	0	43	12	10	10	10	0	0	0	0	0	0	0
Revised	**1100**	**Not Core or Frame**	**Central**	**719**	**7**	**712**	**201**	**172**	**179**	**166**	**709**	**1**	**107**	**88**	**46**	**212**	**256**
Notes:	Jackson-Taylor Planned Residential Community; no new jobs; proposed 172 units - existing yield from 25-50 (multiplier 39.9) = change																
File Number:		GP07-03-04	Acreage:	6.35		Existing GP:	MU #2 and PPOS					Requested GP:	MU 600 DU and 30,000 sf of retail				
Base	1101	FRAME	Central	302	21	281	85	72	76	69	405	0	8	8	134	188	67
Add				600	0	600	171	142	147	140	138	0	3	1	18	90	26
Subtract				0	0	0	0	0	0	0	138	0	3	1	18	90	26
Change				600	0	600	171	142	147	140	0	0	0	0	0	0	0
Revised	**1101**	**FRAME**	**Central**	**902**	**21**	**881**	**256**	**214**	**223**	**209**	**405**	**0**	**8**	**8**	**134**	**188**	**67**
Notes:	Japantown Corp Yard: add 600 housing units; add 138 jobs = 30,000 s.f. of retail; formula used is based on Commercial Frame Area (30,000 s.f. or 0.69ac x 0.9 x 222); subtract 30,000 square feet of jobs from MU#2																
File Number:		GP04-04-02	Acreage:	19		Existing GP:	CIC					Requested GP:	MDR (8-16 DU/AC)				
Base	979	Not Core or Frame	Alviso	154	75	79	29	40	45	40	1322	13	33	50	502	273	451
Add				243	122	122	45	62	71	65	0						
Subtract				0							326	7	16	26	163	81	33
Change				243	122	122	45	62	71	65	-326	-7	-16	-26	-163	-81	-33
Revised	**979**	**Not Core or Frame**	**Alviso**	**397**	**197**	**201**	**74**	**102**	**116**	**105**	**996**	**6**	**17**	**24**	**339**	**192**	**418**
Notes:	Related to PDC06-004																
File Number:		GP06-04-05	Acreage:	13.64		Existing GP:	Light Industrial					Requested GP:	TCR (20+ DU/AC)				
Base	1005	Not Core or Frame	Alum Rock	423	79	344	71	84	123	144	730	0	496	26	13	187	8
Add				750	0	750	125	147	220	259	172	2	0	0	136	17	17
Subtract				0							247	5	64	32	20	57	69
Change				750	0	750	125	147	220	259	-75	-3	-64	-32	116	-40	-52
Revised	**1005**	**Not Core or Frame**	**Alum Rock**	**1173**	**79**	**1094**	**196**	**231**	**343**	**403**	**655**	**-3**	**432**	**-6**	**129**	**147**	**-44**
Notes:	revised +/- jobs, zero out negatives																

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
File Number:		GP07-04-02	Acreage:	8.5		Existing GP:	IP					Requested GP:	CIC				
Base	541	Not Core or Frame	Berryessa	1	0	1	0	0	0	1	398	4	159	32	4	159	40
Add				0							146	3	7	12	73	36	15
Subtract				0							398	4	159	32	4	159	40
Change				0	0	0	0	0	0	0	-252	-1	-152	-20	69	-123	-25
Revised	**541**	**Not Core or Frame**	**Berryessa**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**146**	**3**	**7**	**12**	**73**	**36**	**15**
Notes:	Dollinger Site: Subtract IP jobs; add CIC jobs. We are revising the base using current CUBE formula.																
File Number:		GP05-05-03	Acreage:	0.4		Existing GP:	GC					Requested GP:	TCR (20+ DU/AC)				
Base	881	Not Core or Frame	Alum Rock	564	95	469	96	113	164	191	659	4	400	3	57	112	83
Add				22	0	22	4	4	6	8	13	0	0	0	11	1	1
Subtract				0	0	0	0	0	0	0	6	0	0	0	4	1	1
Change				22	0	22	4	4	6	8	7	0	0	0	7	0	0
Revised	**881**	**Not Core or Frame**	**Alum Rock**	**586**	**95**	**491**	**100**	**117**	**170**	**199**	**666**	**4**	**400**	**3**	**64**	**112**	**83**
Notes:	Las Brisas REVISED ACREAGE: Add housing; add jobs, subtract existing GC jobs.																
File Number:		GP05-05-03	Acreage:	1.1		Existing GP:	MHDR (12-25 DU/AC)					Requested GP:	TCR (20+ DU/AC)				
Base	881	Not Core or Frame	Alum Rock	564	95	469	96	113	164	191	659	4	400	3	57	112	83
Add				61	0	61	10	12	18	21	13	0	0	0	11	1	1
Subtract				21	0	21	3	4	6	7	0	0	0	0	0	0	0
Change				40	0	40	7	8	12	14	13	0	0	0	11	1	1
Revised	**881**	**Not Core or Frame**	**Alum Rock**	**604**	**95**	**509**	**103**	**121**	**176**	**205**	**672**	**4**	**400**	**3**	**68**	**113**	**84**
Notes:	REVISED ACREAGE: Add housing; add jobs, subtract existing MHDR housing.																
File Number:		GP06-05-01	Acreage:	0.96		Existing GP:	MLDR (8 DU/AC)					Requested GP:	HDR (25-50 DU/AC)				
Base	1019	Not Core or Frame	Alum Rock	2252	1720	532	383	450	653	766	546	10	18	6	71	343	98
Add				38	0	38	1	2	5	31	0						
Subtract				7	7	0	1	1	2	2	0						
Change				31	-7	38	0	1	3	29	0	0	0	0	0	0	0
Revised	**1019**	**Not Core or Frame**	**Alum Rock**	**2283**	**1713**	**570**	**383**	**451**	**656**	**795**	**546**	**10**	**18**	**6**	**71**	**343**	**98**
Notes:																	
File Number:		GP05-06-03	Acreage:	7.08		Existing GP:	Light Industrial					Requested GP:	TCR (20+ DU/AC)				
Base	754	Not Core or Frame	North	914	291	623	102	143	263	405	3532	2	2676	101	33	523	198
Add				460	0	460	51	72	132	205	89	1	0	0	70	9	9
Subtract				0							128	3	33	17	10	29	36
Change				460	0	460	51	72	132	205	-39	-2	-33	-17	60	-20	-27
Revised	**754**	**Not Core or Frame**	**North**	**1374**	**291**	**1083**	**153**	**215**	**395**	**610**	**3493**	**0**	**2643**	**84**	**93**	**503**	**171**
Notes:	Modeled as TCR @ 65 DU/AC																
File Number:		GP06-06-02	Acreage:	0.4		Existing GP:	MLDR (8 DU/AC)					Requested GP:	GC				
Base	895	Not Core or Frame	West Valley	1153	482	671	150	219	311	473	1376	4	250	26	167	665	264
Add				0							6	0	0	0	4	1	1
Subtract				3	3	0	0	1	1	1	0						
Change				-3	-3	0	0	-1	-1	-1	6	0	0	0	4	1	1
Revised	**895**	**Not Core or Frame**	**West Valley**	**1150**	**479**	**671**	**150**	**218**	**310**	**472**	**1382**	**4**	**250**	**26**	**171**	**666**	**265**
Notes:																	
File Number:		GP07-06-01	Acreage:	5		Existing GP:	Office					Requested GP:	MHDR (12-25 DU/AC)				
Base	790	Not Core or Frame	West Valley	1675	123	1552	218	318	452	687	3594	6	43	47	1743	1242	513
Add				95	24	71	12	18	26	39	0						
Subtract				0							63	1	0	0	50	6	6
Change				95	24	71	12	18	26	39	-63	-1	0	0	-50	-6	-6
Revised	**790**	**Not Core or Frame**	**West Valley**	**1770**	**147**	**1623**	**230**	**336**	**478**	**726**	**3531**	**5**	**43**	**47**	**1693**	**1236**	**507**
Notes:																	
File Number:		GP07-06-01	Acreage:	2.4		Existing GP:	RC					Requested GP:	HDR (25-50 DU/AC)				
Base	790	Not Core or Frame	West Valley	1675	123	1552	218	318	452	687	3594	6	43	47	1743	1242	513
Add				96	0	96	12	18	26	40	0						
Subtract				0							30	0	0	0	24	3	3
Change				96	0	96	12	18	26	40	-30	0	0	0	-24	-3	-3
Revised	**790**	**Not Core or Frame**	**West Valley**	**1771**	**123**	**1648**	**230**	**336**	**478**	**727**	**3564**	**6**	**43**	**47**	**1719**	**1239**	**510**
Notes:																	

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
File Number:	GP07-06-03		Acreage:	2.4		Existing GP:	MDR (8-16 DU/AC)					Requested GP:	Office				
Base	712	Not Core or Frame	Willow Glen	864	714	150	104	147	233	380	509	3	13	4	47	413	29
Add				0	0	0	0	0	0	0	127	0	0	0	1	85	41
Subtract				31	16	16	4	5	8	13	0	0	0	0	0	0	0
Change				-31	-16	-16	-4	-5	-8	-13	127	0	0	0	1	85	41
Revised	**712**	**Not Core or Frame**	**Willow Glen**	**833**	**699**	**135**	**100**	**142**	**225**	**367**	**636**	**3**	**13**	**4**	**48**	**498**	**70**
Notes:	Staff Initiated Alternative #2 subtract housing; add jobs																
File Number:	GP02-07-03		Acreage:	13.9		Existing GP:	PQP					Requested GP:	MU w/NUD				
Base	1186	Not Core or Frame	South	56	5	51	10	13	17	16	1099	0	169	89	46	187	608
Add				359	0	359	66	86	112	95	26	0	0	0	20	3	3
Subtract				0							0						
Change				359	0	359	66	86	112	95	26	0	0	0	20	3	3
Revised	**1186**	**Not Core or Frame**	**South**	**415**	**5**	**410**	**76**	**99**	**129**	**111**	**1125**	**0**	**169**	**89**	**66**	**190**	**611**
Notes:																	
File Number:	GP05-07-02		Acreage:	1.8		Existing GP:	HI					Requested GP:	HI w/MIO				
Base	1184	Not Core or Frame	South	0	0	0	0	0	0	0	3815	36	1938	202	382	232	1025
Add				0							31	0	9	3	2	7	10
Subtract				0							31	0	9	3	2	7	10
Change				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Revised	**1184**	**Not Core or Frame**	**South**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3815**	**36**	**1938**	**202**	**382**	**232**	**1025**
Notes:																	
File Number:	GP06-08-01		Acreage:	1		Existing GP:	PPOS					Requested GP:	Village Center				
Base	1077	Not Core or Frame	Evergreen	643	517	126	39	64	154	386	353	14	4	0	175	123	37
Add				0							12	0	0	0	10	1	1
Subtract				0							0						
Change				0	0	0	0	0	0	0	12	0	0	0	10	1	1
Revised	**1077**	**Not Core or Frame**	**Evergreen**	**643**	**517**	**126**	**39**	**64**	**154**	**386**	**365**	**14**	**4**	**0**	**185**	**124**	**38**
Notes:																	
File Number:	GP06-08-01*		Acreage:	12.91		Existing GP:	Village Center & PPOS					Requested GP:	MHDR (12-25 DU/AC)				
Base	1077	Not Core or Frame	Evergreen	643	517	126	39	64	154	386	353	14	4	0	175	123	37
Add				244	61	183	14	25	59	146	0						
Subtract				0							101	1	0	0	80	10	10
Change				244	61	183	14	25	59	146	-101	-1	0	0	-80	-10	-10
Revised	**1077**	**Not Core or Frame**	**Evergreen**	**887**	**578**	**309**	**53**	**89**	**213**	**532**	**252**	**13**	**4**	**0**	**95**	**113**	**27**
Notes:																	
File Number:	GP04-10-01		Acreage:	222		Existing GP:	Private Recreation and Non-Urban Hillside					Requested GP:	Private Open Space and Non-Urban				
Base	NO LAND USE DATA CHANGE			0							0						
Add				0							0						
Subtract				0							0						
Change				0							0						
Revised	**0**			**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
File Number:	GP07-10-01		Acreage:	1.82		Existing GP:	VLDR (2.0 DU/AC)					Requested GP:	MLDR (8 DU/AC)				
Base	818	Not Core or Frame	Almaden	960	604	356	19	38	125	776	413	22	0	30	21	151	189
Add				13	13	0	0	1	2	11	0						
Subtract				2	2	0	0	0	0	2	0						
Change				11	11	0	0	1	2	9	0	0	0	0	0	0	0
Revised	**818**	**Not Core or Frame**	**Almaden**	**971**	**615**	**356**	**19**	**39**	**127**	**787**	**413**	**22**	**0**	**30**	**21**	**151**	**189**
Notes:	Add housing only; no change in jobs																

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	1	2	3	11	12	13	14	15	16	17	37	38	39	40	41	42	43
	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
File Number:	PP05-102		Acreage:	7.31		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP HDR				
Base	40	Not Core or Frame	Coyote	3	3	0	1	1	1	0	0	0	0	0	0	0	0
Add				439	0	439	79	83	102	175	0						
Subtract				0							0						
Change				439	0	439	79	83	102	175	0	0	0	0	0	0	0
Revised	**40**	**Not Core or Frame**	**Coyote**	**442**	**3**	**439**	**80**	**84**	**103**	**175**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
File Number:	PP05-102		Acreage:	50.16		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MDR				
Base	40	Not Core or Frame	Coyote	3	3	0	1	1	1	0	0	0	0	0	0	0	0
Add				903	0	903	162	170	209	361	0						
Subtract				0						3	0						
Change				903	0	903	162	170	209	358	0	0	0	0	0	0	0
Revised	**40**	**Not Core or Frame**	**Coyote**	**906**	**3**	**903**	**163**	**171**	**210**	**358**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
File Number:	PP05-102		Acreage:	41		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MHDR (20-45 du/ac)				
Base	40	Not Core or Frame	Coyote	3	3	0	1	1	1	0	0	0	0	0	0	0	0
Add				1374	0	1374	247	259	318	549	0						
Subtract				0						3	0						
Change				1374	0	1374	247	259	318	546	0	0	0	0	0	0	0
Revised	**40**	**Not Core or Frame**	**Coyote**	**1377**	**3**	**1374**	**248**	**260**	**319**	**546**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
File Number:	PP05-102		Acreage:	6.13		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MU3				
Base	40	Not Core or Frame	Coyote	3	3	0	1	1	1	0	0	0	0	0	0	0	0
Add				294	0	294	53	55	68	118	72	1	0	0	57	7	7
Subtract				0						5	0						
Change				294	0	294	53	55	68	113	72	1	0	0	57	7	7
Revised	**40**	**Not Core or Frame**	**Coyote**	**297**	**3**	**294**	**54**	**56**	**69**	**113**	**72**	**1**	**0**	**0**	**57**	**7**	**7**
Notes:																	
File Number:	PP05-102		Acreage:	0.41		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP NC				
Base	40	Not Core or Frame	Coyote	3	3	0	1	1	1	0	0	0	0	0	0	0	0
Add				0						0	6	0	0	0	4	1	1
Subtract				0							0						
Change				0	0	0	0	0	0	0	6	0	0	0	4	1	1
Revised	**40**	**Not Core or Frame**	**Coyote**	**3**	**3**	**0**	**1**	**1**	**1**	**0**	**6**	**0**	**0**	**0**	**4**	**1**	**1**
Notes:																	
File Number:	PP05-102		Acreage:	1.95		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MDR				
Base	41	Not Core or Frame	Coyote	10	8	2	2	2	2	4	79	25	0	0	2	7	45
Add				35	0	35	6	7	8	14	0						
Subtract				0							0						
Change				35	0	35	6	7	8	14	0	0	0	0	0	0	0
Revised	**41**	**Not Core or Frame**	**Coyote**	**45**	**8**	**37**	**8**	**9**	**10**	**18**	**79**	**25**	**0**	**0**	**2**	**7**	**45**
Notes:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	0.83	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP MHDR				
Base	41	Not Core or Frame	Coyote	10	8	2	2	2	2	4	79	25	0	0	2	7	45
Add				28	0	28	5	5	6	11	0						
Subtract				0							0						
Change				28	0	28	5	5	6	11	0	0	0	0	0	0	0
Revised	**41**	**Not Core or Frame**	**Coyote**	**38**	**8**	**30**	**7**	**7**	**8**	**15**	**79**	**25**	**0**	**0**	**2**	**7**	**45**
Notes:																	
	File Number:	PP05-102	Acreage:	3.19	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP HDR				
Base	559	Not Core or Frame	Coyote	0	0	0	0	0	0	0	3419	35	1026	171	35	1949	204
Add				191	0	191	34	36	44	76	0						
Subtract				0							3420	35	1026	171	35	1949	204
Change				191	0	191	34	36	44	76	-3420	-35	-1026	-171	-35	-1949	-204
Revised	**559**	**Not Core or Frame**	**Coyote**	**191**	**0**	**191**	**34**	**36**	**44**	**76**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	1.25	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP HRR				
Base	559	Not Core or Frame	Coyote	0	0	0	0	0	0	0	3419	35	1026	171	35	1949	204
Add				188	0	188	34	35	44	75	0						
Subtract				0							0	0	0	0	0	0	0
Change				188	0	188	34	35	44	75	0	0	0	0	0	0	0
Revised	**559**	**Not Core or Frame**	**Coyote**	**188**	**0**	**188**	**34**	**35**	**44**	**75**	**3419**	**35**	**1026**	**171**	**35**	**1949**	**204**
Notes:																	
	File Number:	PP05-102	Acreage:	1.42	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MRR				
Base	559	Not Core or Frame	Coyote	0	0	0	0	0	0	0	3419	35	1026	171	35	1949	204
Add				107	0	107	19	20	25	43	0						
Subtract				0							0	0	0	0	0	0	0
Change				107	0	107	19	20	25	43	0	0	0	0	0	0	0
Revised	**559**	**Not Core or Frame**	**Coyote**	**107**	**0**	**107**	**19**	**20**	**25**	**43**	**3419**	**35**	**1026**	**171**	**35**	**1949**	**204**
Notes:																	
	File Number:	PP05-102	Acreage:	9.67	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MU4				
Base	559	Not Core or Frame	Coyote	0	0	0	0	0	0	0	3419	35	1026	171	35	1949	204
Add				387	0	387	70	73	90	155	112	1	0	0	89	11	11
Subtract				0							0	0	0	0	0	0	0
Change				387	0	387	70	73	90	155	112	1	0	0	89	11	11
Revised	**559**	**Not Core or Frame**	**Coyote**	**387**	**0**	**387**	**70**	**73**	**90**	**155**	**3531**	**36**	**1026**	**171**	**124**	**1960**	**215**
Notes:																	
	File Number:	PP05-102	Acreage:	2.83	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MU2				
Base	559	Not Core or Frame	Coyote	0	0	0	0	0	0	0	3419	35	1026	171	35	1949	204
Add				0						0	153	0	3	2	20	99	29
Subtract				0							0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	153	0	3	2	20	99	29
Revised	**559**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3572**	**35**	**1029**	**173**	**55**	**2048**	**233**
Notes:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	1.77	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP R&D				
Base	559	Not Core or Frame	Coyote	0	0	0	0	0	0	0	3419	35	1026	171	35	1949	204
Add				0							81	0	4	0	1	73	3
Subtract				0							0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	81	0	4	0	1	73	3
Revised	**559**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3500**	**35**	**1030**	**171**	**36**	**2022**	**207**
Notes:																	
	File Number:	PP05-102	Acreage:	0	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP IP				
Base	559	Not Core or Frame	Coyote	0	0	0	0	0	0	0	3419	35	1026	171	35	1949	204
Add				0						0	356	4	142	28	4	142	36
Subtract				0							0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	356	4	142	28	4	142	36
Revised	**559**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3775**	**39**	**1168**	**199**	**39**	**2091**	**240**
Notes:																	
	File Number:	PP05-102	Acreage:	0.72	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP CI				
Base	559	Not Core or Frame	Coyote	0	0	0	0	0	0	0	3419	35	1026	171	35	1949	204
Add				0							43	0	13	2	0	25	3
Subtract				0							0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	43	0	13	2	0	25	3
Revised	**559**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3462**	**35**	**1039**	**173**	**35**	**1974**	**207**
Notes:																	
	File Number:	PP05-102	Acreage:	4.52	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MRR				
Base	560	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2779	28	834	139	28	1584	167
Add				339	0	339	61	64	79	136	0						
Subtract				0							2780	28	834	139	28	1584	167
Change				339	0	339	61	64	79	136	-2780	-28	-834	-139	-28	-1584	-167
Revised	**560**	**Not Core or Frame**	**Coyote**	**340**	**1**	**339**	**61**	**64**	**79**	**137**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	1.25	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MU1				
Base	560	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2779	28	834	139	28	1584	167
Add				44	0	44	8	8	10	18	21	0	0	0	4	15	2
Subtract				0							0	0	0	0	0	0	0
Change				44	0	44	8	8	10	18	21	0	0	0	4	15	2
Revised	**560**	**Not Core or Frame**	**Coyote**	**45**	**1**	**44**	**8**	**8**	**10**	**19**	**2800**	**28**	**834**	**139**	**32**	**1599**	**169**
Notes:																	
	File Number:	PP05-102	Acreage:	7.13	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MU4				
Base	560	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2779	28	834	139	28	1584	167
Add				285	0	285	51	54	66	114	83	1	0	0	66	8	8
Subtract				0							0	0	0	0	0	0	0
Change				285	0	285	51	54	66	114	83	1	0	0	66	8	8
Revised	**560**	**Not Core or Frame**	**Coyote**	**286**	**1**	**285**	**51**	**54**	**66**	**115**	**2862**	**29**	**834**	**139**	**94**	**1592**	**175**
Notes:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	0.61	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MU5				
Base	560	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2779	28	834	139	28	1584	167
Add				70	0	70	13	13	16	28	99	0	2	1	13	64	19
Subtract				1	1						0	0	0	0	0	0	0
Change				69	-1	70	13	13	16	28	99	0	2	1	13	64	19
Revised	**560**	**Not Core or Frame**	**Coyote**	**70**	**0**	**70**	**13**	**13**	**16**	**29**	**2878**	**28**	**836**	**140**	**41**	**1648**	**186**
Notes:																	
	File Number:	PP05-102	Acreage:	0.26	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP NC				
Base	560	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2779	28	834	139	28	1584	167
Add				0							2	0	0	0	2	0	0
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	2	0	0	0	2	0	0
Revised	**560**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2781**	**28**	**834**	**139**	**30**	**1584**	**167**
Notes:																	
	File Number:	PP05-102	Acreage:	0	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP CORE_GEN COM				
Base	560	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2779	28	834	139	28	1584	167
Add				0						0	31	0	0	0	25	3	3
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	31	0	0	0	25	3	3
Revised	**560**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2810**	**28**	**834**	**139**	**53**	**1587**	**170**
Notes:																	
	File Number:	PP05-102	Acreage:	0.27	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP LAKE				
Base	560	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2779	28	834	139	28	1584	167
Add				0						0	0						
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	0	0	0	0	0	0	0
Revised	**560**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2779**	**28**	**834**	**139**	**28**	**1584**	**167**
Notes:																	
	File Number:	PP05-102	Acreage:	2.2	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP HDR				
Base	561	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2473	26	741	124	26	1407	149
Add				132	0	132	24	25	31	53	0						
Subtract				1	1					1	2473	26	741	124	26	1407	149
Change				131	-1	132	24	25	31	52	-2473	-26	-741	-124	-26	-1407	-149
Revised	**561**	**Not Core or Frame**	**Coyote**	**132**	**0**	**132**	**24**	**25**	**31**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	3.35	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MHDR				
Base	561	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2473	26	741	124	26	1407	149
Add				112	0	112	20	21	26	45	0						
Subtract				1	1					1	0	0	0	0	0	0	0
Change				111	-1	112	20	21	26	44	0	0	0	0	0	0	0
Revised	**561**	**Not Core or Frame**	**Coyote**	**112**	**0**	**112**	**20**	**21**	**26**	**45**	**2473**	**26**	**741**	**124**	**26**	**1407**	**149**
Notes:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	1.16	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MU1				
Base	561	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2473	26	741	124	26	1407	149
Add				41	0	41	7	8	9	16	21	0	0	0	4	15	2
Subtract				1	1					1	0	0	0	0	0	0	0
Change				40	-1	41	7	8	9	15	21	0	0	0	4	15	2
Revised	**561**	**Not Core or Frame**	**Coyote**	**41**	**0**	**41**	**7**	**8**	**9**	**16**	**2494**	**26**	**741**	**124**	**30**	**1422**	**151**
Notes:																	
	File Number:	PP05-102	Acreage:	13.97	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MU4				
Base	561	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2473	26	741	124	26	1407	149
Add				559	0	559	101	105	129	223	163	2	0	0	129	16	16
Subtract				1	1					1	0	0	0	0	0	0	0
Change				558	-1	559	101	105	129	222	163	2	0	0	129	16	16
Revised	**561**	**Not Core or Frame**	**Coyote**	**559**	**0**	**559**	**101**	**105**	**129**	**223**	**2636**	**28**	**741**	**124**	**155**	**1423**	**165**
Notes:																	
	File Number:	PP05-102	Acreage:	8.9	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP NC				
Base	561	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2473	26	741	124	26	1407	149
Add				0							111	1	0	0	88	11	11
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	111	1	0	0	88	11	11
Revised	**561**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2584**	**27**	**741**	**124**	**114**	**1418**	**160**
Notes:																	
	File Number:	PP05-102	Acreage:	10.79	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP IP				
Base	561	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2473	26	741	124	26	1407	149
Add				0							2475	25	990	198	25	990	247
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	2475	25	990	198	25	990	247
Revised	**561**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4948**	**51**	**1731**	**322**	**51**	**2397**	**396**
Notes:																	
	File Number:	PP05-102	Acreage:	3.27	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP OFFICE				
Base	561	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2473	26	741	124	26	1407	149
Add				0							3747	0	75	37	487	2436	712
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	3747	0	75	37	487	2436	712
Revised	**561**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6220**	**26**	**816**	**161**	**513**	**3843**	**861**
Notes:																	
	File Number:	PP05-102	Acreage:	1.33	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP PUBLIC PARK				
Base	561	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2473	26	741	124	26	1407	149
Add				0							0						
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	0	0	0	0	0	0	0
Revised	**561**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2473**	**26**	**741**	**124**	**26**	**1407**	**149**
Notes:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	6.81	Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP DISTRICT PARKING					
Base	561	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2473	26	741	124	26	1407	149
Add				0							0						
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	0	0	0	0	0	0	0
Revised	**561**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2473**	**26**	**741**	**124**	**26**	**1407**	**149**
Notes:																	
	File Number:	PP05-102	Acreage:	0.24	Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP HDR					
Base	562	Not Core or Frame	Coyote	1	1	0	0	0	0	1	1629	16	489	81	16	929	99
Add				14	0	14	3	3	3	6	0						
Subtract				1	1					1	1630	16	489	81	16	929	99
Change				13	-1	14	3	3	3	5	-1630	-16	-489	-81	-16	-929	-99
Revised	**562**	**Not Core or Frame**	**Coyote**	**14**	**0**	**14**	**3**	**3**	**3**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	9.59	Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MDR					
Base	562	Not Core or Frame	Coyote	1	1	0	0	0	0	1	1629	16	489	81	16	929	99
Add				173	0	173	31	33	40	69	0						
Subtract				1	1					1	0	0	0	0	0	0	0
Change				172	-1	173	31	33	40	68	0	0	0	0	0	0	0
Revised	**562**	**Not Core or Frame**	**Coyote**	**173**	**0**	**173**	**31**	**33**	**40**	**69**	**1629**	**16**	**489**	**81**	**16**	**929**	**99**
Notes:																	
	File Number:	PP05-102	Acreage:	6.07	Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MHDR					
Base	562	Not Core or Frame	Coyote	1	1	0	0	0	0	1	1629	16	489	81	16	929	99
Add				203	0	203	37	38	47	81	0						
Subtract				1	1					1	0	0	0	0	0	0	0
Change				202	-1	203	37	38	47	80	0	0	0	0	0	0	0
Revised	**562**	**Not Core or Frame**	**Coyote**	**203**	**0**	**203**	**37**	**38**	**47**	**81**	**1629**	**16**	**489**	**81**	**16**	**929**	**99**
Notes:																	
	File Number:	PP05-102	Acreage:	2.56	Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MRR					
Base	562	Not Core or Frame	Coyote	1	1	0	0	0	0	1	1629	16	489	81	16	929	99
Add				192	0	192	35	36	44	77	0						
Subtract				1	1					1	0	0	0	0	0	0	0
Change				191	-1	192	35	36	44	76	0	0	0	0	0	0	0
Revised	**562**	**Not Core or Frame**	**Coyote**	**192**	**0**	**192**	**35**	**36**	**44**	**77**	**1629**	**16**	**489**	**81**	**16**	**929**	**99**
Notes:																	
	File Number:	PP05-102	Acreage:	4.21	Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MU1					
Base	562	Not Core or Frame	Coyote	1	1	0	0	0	0	1	1629	16	489	81	16	929	99
Add				147	0	147	26	28	34	59	74	0	0	0	15	52	7
Subtract				1	1					1	0	0	0	0	0	0	0
Change				146	-1	147	26	28	34	58	74	0	0	0	15	52	7
Revised	**562**	**Not Core or Frame**	**Coyote**	**147**	**0**	**147**	**26**	**28**	**34**	**59**	**1703**	**16**	**489**	**81**	**31**	**981**	**106**
Notes:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	2.58	Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MU4					
Base	562	Not Core or Frame	Coyote	1	1	0	0	0	0	1	1629	16	489	81	16	929	99
Add				103	0	103	19	19	24	41	30	0	0	0	24	3	3
Subtract				1	1					1	0	0	0	0	0	0	0
Change				102	-1	103	19	19	24	40	30	0	0	0	24	3	3
Revised	**562**	**Not Core or Frame**	**Coyote**	**103**	**0**	**103**	**19**	**19**	**24**	**41**	**1659**	**16**	**489**	**81**	**40**	**932**	**102**
Notes:																	
	File Number:	PP05-102	Acreage:	0.08	Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP - PUBLIC PARK					
Base	562	Not Core or Frame	Coyote	1	1	0	0	0	0	1	1629	16	489	81	16	929	99
Add				0							0						
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	0	0	0	0	0	0	0
Revised	**562**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1629**	**16**	**489**	**81**	**16**	**929**	**99**
Notes:																	
	File Number:	PP05-102	Acreage:	0.14	Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP DISTRICT PARKING					
Base	562	Not Core or Frame	Coyote	1	1	0	0	0	0	1	1629	16	489	81	16	929	99
Add				0							0						
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	0	0	0	0	0	0	0
Revised	**562**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1629**	**16**	**489**	**81**	**16**	**929**	**99**
Notes:																	
	File Number:	PP05-102	Acreage:	0.37	Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP HRR					
Base	563	Not Core or Frame	Coyote	0	0	0	0	0	0	0	2680	27	805	134	27	1527	161
Add				56	0	56	10	11	13	22	0						
Subtract				0							2681	27	805	134	27	1527	161
Change				56	0	56	10	11	13	22	-2681	-27	-805	-134	-27	-1527	-161
Revised	**563**	**Not Core or Frame**	**Coyote**	**56**	**0**	**56**	**10**	**11**	**13**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	0.58	Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MDR					
Base	563	Not Core or Frame	Coyote	0	0	0	0	0	0	0	2680	27	805	134	27	1527	161
Add				10	0	10	2	2	2	4	0						
Subtract				0							0	0	0	0	0	0	0
Change				10	0	10	2	2	2	4	0	0	0	0	0	0	0
Revised	**563**	**Not Core or Frame**	**Coyote**	**10**	**0**	**10**	**2**	**2**	**2**	**4**	**2680**	**27**	**805**	**134**	**27**	**1527**	**161**
Notes:																	
	File Number:	PP05-102	Acreage:	7.63	Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MHDR					
Base	563	Not Core or Frame	Coyote	0	0	0	0	0	0	0	2680	27	805	134	27	1527	161
Add				256	0	256	46	48	59	102	0						
Subtract				0							0	0	0	0	0	0	0
Change				256	0	256	46	48	59	102	0	0	0	0	0	0	0
Revised	**563**	**Not Core or Frame**	**Coyote**	**256**	**0**	**256**	**46**	**48**	**59**	**102**	**2680**	**27**	**805**	**134**	**27**	**1527**	**161**
Notes:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	51.44	Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP CI					
Base	563	Not Core or Frame	Coyote	0	0	0	0	0	0	0	2680	27	805	134	27	1527	161
Add				0							3144	31	943	157	31	1793	189
Subtract				0							0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	3144	31	943	157	31	1793	189
Revised	**563**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5824**	**58**	**1748**	**291**	**58**	**3320**	**350**
Notes:																	
	File Number:	PP05-102	Acreage:	10.79	Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP IP					
Base	563	Not Core or Frame	Coyote	0	0	0	0	0	0	0	2680	27	805	134	27	1527	161
Add				0							2475	25	990	198	25	990	247
Subtract				0							0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	2475	25	990	198	25	990	247
Revised	**563**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5155**	**52**	**1795**	**332**	**52**	**2517**	**408**
Notes:																	
	File Number:	PP05-102	Acreage:	1.07	Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP HRR					
Base	564	Not Core or Frame	Coyote	0	0	0	0	0	0	0	2360	24	708	119	24	1345	141
Add				161	0	161	29	30	37	64	0						
Subtract				0							2361	24	708	119	24	1345	141
Change				161	0	161	29	30	37	64	-2361	-24	-708	-119	-24	-1345	-141
Revised	**564**	**Not Core or Frame**	**Coyote**	**161**	**0**	**161**	**29**	**30**	**37**	**64**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	24.79	Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MDR					
Base	564	Not Core or Frame	Coyote	0	0	0	0	0	0	0	2360	24	708	119	24	1345	141
Add				446	0	446	80	84	103	178	0						
Subtract				0							0	0	0	0	0	0	0
Change				446	0	446	80	84	103	178	0	0	0	0	0	0	0
Revised	**564**	**Not Core or Frame**	**Coyote**	**446**	**0**	**446**	**80**	**84**	**103**	**178**	**2360**	**24**	**708**	**119**	**24**	**1345**	**141**
Notes:																	
	File Number:	PP05-102	Acreage:	29.25	Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MHDR					
Base	564	Not Core or Frame	Coyote	0	0	0	0	0	0	0	2360	24	708	119	24	1345	141
Add				980	0	980	176	185	227	392	0						
Subtract				0							0	0	0	0	0	0	0
Change				980	0	980	176	185	227	392	0	0	0	0	0	0	0
Revised	**564**	**Not Core or Frame**	**Coyote**	**980**	**0**	**980**	**176**	**185**	**227**	**392**	**2360**	**24**	**708**	**119**	**24**	**1345**	**141**
Notes:																	
	File Number:	PP05-102	Acreage:	2.3	Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP HDR					
Base	565	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2023	20	607	101	20	1153	121
Add				138	0	138	25	26	32	55	0						
Subtract				1	1					1	2022	20	607	101	20	1153	121
Change				137	-1	138	25	26	32	54	-2022	-20	-607	-101	-20	-1153	-121
Revised	**565**	**Not Core or Frame**	**Coyote**	**138**	**0**	**138**	**25**	**26**	**32**	**55**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	24.41	Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MDR					
Base	565	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2023	20	607	101	20	1153	121
Add				439	0	439	79	83	102	175	0						
Subtract				1	1					1	0	0	0	0	0	0	0
Change				438	-1	439	79	83	102	174	0	0	0	0	0	0	0
Revised	**565**	**Not Core or Frame**	**Coyote**	**439**	**0**	**439**	**79**	**83**	**102**	**175**	**2023**	**20**	**607**	**101**	**20**	**1153**	**121**
Notes:																	
	File Number:	PP05-102	Acreage:	13.7	Existing GP:	Coyote Valley Urban Reserve					Requested GP:	MHDR					
Base	565	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2023	20	607	101	20	1153	121
Add				459	0	459	83	87	106	183	0						
Subtract				1	1					1	0	0	0	0	0	0	0
Change				458	-1	459	83	87	106	182	0	0	0	0	0	0	0
Revised	**565**	**Not Core or Frame**	**Coyote**	**459**	**0**	**459**	**83**	**87**	**106**	**183**	**2023**	**20**	**607**	**101**	**20**	**1153**	**121**
Notes:																	
	File Number:	PP05-102	Acreage:	0.52	Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MU5					
Base	565	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2023	20	607	101	20	1153	121
Add				60	0	60	11	11	14	24	84	0	2	1	11	54	16
Subtract				1	1					1	0	0	0	0	0	0	0
Change				59	-1	60	11	11	14	23	84	0	2	1	11	54	16
Revised	**565**	**Not Core or Frame**	**Coyote**	**60**	**0**	**60**	**11**	**11**	**14**	**24**	**2107**	**20**	**609**	**102**	**31**	**1207**	**137**
Notes:																	
	File Number:	PP05-102	Acreage:	4.35	Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP IP					
Base	565	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2023	20	607	101	20	1153	121
Add				0							998	10	399	80	10	399	100
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	998	10	399	80	10	399	100
Revised	**565**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3021**	**30**	**1006**	**181**	**30**	**1552**	**221**
Notes:																	
	File Number:	PP05-102	Acreage:	3.94	Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP HDR					
Base	566	Not Core or Frame	Coyote	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Add				236	0	236	42	45	55	94	0						
Subtract				1	1					1	0	0	0	0	0	0	0
Change				235	-1	236	42	45	55	93	0	0	0	0	0	0	0
Revised	**566**	**Not Core or Frame**	**Coyote**	**236**	**0**	**236**	**42**	**45**	**55**	**94**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	18.74	Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MDR					
Base	566	Not Core or Frame	Coyote	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Add				337	0	337	61	64	78	135	0						
Subtract				1	1					1	0	0	0	0	0	0	0
Change				336	-1	337	61	64	78	134	0	0	0	0	0	0	0
Revised	**566**	**Not Core or Frame**	**Coyote**	**337**	**0**	**337**	**61**	**64**	**78**	**135**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	32.51		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MHDR				
Base	566	Not Core or Frame	Coyote	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Add				1089	0	1089	196	205	252	435	0						
Subtract				1	1					1	0	0	0	0	0	0	0
Change				1088	-1	1089	196	205	252	434	0	0	0	0	0	0	0
Revised	**566**	**Not Core or Frame**	**Coyote**	**1089**	**0**	**1089**	**196**	**205**	**252**	**435**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	0.85		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MRR				
Base	566	Not Core or Frame	Coyote	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Add				64	0	64	12	12	15	26	0						
Subtract				1	1					1	0	0	0	0	0	0	0
Change				63	-1	64	12	12	15	25	0	0	0	0	0	0	0
Revised	**566**	**Not Core or Frame**	**Coyote**	**64**	**0**	**64**	**12**	**12**	**15**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	1.1		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MU1				
Base	566	Not Core or Frame	Coyote	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Add				39	0	39	7	7	9	16	40	0	0	0	8	28	4
Subtract				1	1					1	0	0	0	0	0	0	0
Change				38	-1	39	7	7	9	15	40	0	0	0	8	28	4
Revised	**566**	**Not Core or Frame**	**Coyote**	**39**	**0**	**39**	**7**	**7**	**9**	**16**	**40**	**0**	**0**	**0**	**8**	**28**	**4**
Notes:																	
	File Number:	PP05-102	Acreage:	2.35		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MU3				
Base	566	Not Core or Frame	Coyote	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Add				113	0	113	20	21	26	45	27	0	0	0	21	3	3
Subtract				1	1					1	0	0	0	0	0	0	0
Change				112	-1	113	20	21	26	44	27	0	0	0	21	3	3
Revised	**566**	**Not Core or Frame**	**Coyote**	**113**	**0**	**113**	**20**	**21**	**26**	**45**	**27**	**0**	**0**	**0**	**21**	**3**	**3**
Notes:																	
	File Number:	PP05-102	Acreage:	4.36		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MU2				
Base	566	Not Core or Frame	Coyote	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Add				0							236	0	5	2	31	153	45
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	236	0	5	2	31	153	45
Revised	**566**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**236**	**0**	**5**	**2**	**31**	**153**	**45**
Notes:																	
	File Number:	PP05-102	Acreage:	0.34		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MU5				
Base	567	Not Core or Frame	Coyote	1	1	0	0	0	0	1	459	5	138	23	5	262	28
Add				39	0	39	7	7	9	16	54	0	1	1	7	35	10
Subtract				1	1					1	461	5	138	23	5	262	28
Change				38	-1	39	7	7	9	15	-407	-5	-137	-22	2	-227	-18
Revised	**567**	**Not Core or Frame**	**Coyote**	**39**	**0**	**39**	**7**	**7**	**9**	**16**	**52**	**0**	**1**	**1**	**7**	**35**	**10**
Notes:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	6.36		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MU2				
Base	567	Not Core or Frame	Coyote	1	1	0	0	0	0	1	459	5	138	23	5	262	28
Add				0							343	0	7	3	45	223	65
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	343	0	7	3	45	223	65
Revised	**567**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**802**	**5**	**145**	**26**	**50**	**485**	**93**
Notes:																	
	File Number:	PP05-102	Acreage:	0.11		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP CORE_GEN COM				
Base	567	Not Core or Frame	Coyote	1	1	0	0	0	0	1	459	5	138	23	5	262	28
Add				0							1	0	0	0	1	0	0
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	1	0	0	0	1	0	0
Revised	**567**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**460**	**5**	**138**	**23**	**6**	**262**	**28**
Notes:																	
	File Number:	PP05-102	Acreage:	4.41		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MU4				
Base	568	Not Core or Frame	Coyote	1	1	0	0	0	0	1	689	7	207	35	7	392	41
Add				176	0	176	32	33	41	70	52	1	0	0	41	5	5
Subtract				1	1					1	689	7	207	35	7	392	41
Change				175	-1	176	32	33	41	69	-637	-6	-207	-35	34	-387	-36
Revised	**568**	**Not Core or Frame**	**Coyote**	**176**	**0**	**176**	**32**	**33**	**41**	**70**	**52**	**1**	**0**	**0**	**41**	**5**	**5**
Notes:																	
	File Number:	PP05-102	Acreage:	1.23		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP NC				
Base	568	Not Core or Frame	Coyote	1	1	0	0	0	0	1	689	7	207	35	7	392	41
Add				0							16	0	0	0	12	2	2
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	16	0	0	0	12	2	2
Revised	**568**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**705**	**7**	**207**	**35**	**19**	**394**	**43**
Notes:																	
	File Number:	PP05-102	Acreage:	1.27		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP CORE_GEN COM				
Base	568	Not Core or Frame	Coyote	1	1	0	0	0	0	1	689	7	207	35	7	392	41
Add				0							17	0	0	0	13	2	2
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	17	0	0	0	13	2	2
Revised	**568**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**706**	**7**	**207**	**35**	**20**	**394**	**43**
Notes:																	
	File Number:	PP05-102	Acreage:	4.67		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP HDR				
Base	569	Not Core or Frame	Coyote	2	2	0	0	0	0	2	1377	14	413	69	14	785	83
Add				280	0	280	50	53	65	112	0						
Subtract				2	2					2	1378	14	413	69	14	785	83
Change				278	-2	280	50	53	65	110	-1378	-14	-413	-69	-14	-785	-83
Revised	**569**	**Not Core or Frame**	**Coyote**	**280**	**0**	**280**	**50**	**53**	**65**	**112**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	12.87		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MHDR				
Base	569	Not Core or Frame	Coyote	2	2	0	0	0	0	2	1377	14	413	69	14	785	83
Add				431	0	431	78	81	100	172	0						
Subtract				2	2					2	0	0	0	0	0	0	0
Change				429	-2	431	78	81	100	170	0	0	0	0	0	0	0
Revised	**569**	**Not Core or Frame**	**Coyote**	**431**	**0**	**431**	**78**	**81**	**100**	**172**	**1377**	**14**	**413**	**69**	**14**	**785**	**83**
Notes:																	
	File Number:	PP05-102	Acreage:	0.34		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MU3				
Base	569	Not Core or Frame	Coyote	2	2	0	0	0	0	2	1377	14	413	69	14	785	83
Add				16	0	16	3	3	4	6	3	0	0	0	3	0	0
Subtract				0							0	0	0	0	0	0	0
Change				16	0	16	3	3	4	6	3	0	0	0	3	0	0
Revised	**569**	**Not Core or Frame**	**Coyote**	**18**	**2**	**16**	**3**	**3**	**4**	**8**	**1380**	**14**	**413**	**69**	**17**	**785**	**83**
Notes:																	
	File Number:	PP05-102	Acreage:	2.37		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MU4				
Base	569	Not Core or Frame	Coyote	2	2	0	0	0	0	2	1377	14	413	69	14	785	83
Add				95	0	95	17	18	22	38	28	0	0	0	22	3	3
Subtract				0							0	0	0	0	0	0	0
Change				95	0	95	17	18	22	38	28	0	0	0	22	3	3
Revised	**569**	**Not Core or Frame**	**Coyote**	**97**	**2**	**95**	**17**	**18**	**22**	**40**	**1405**	**14**	**413**	**69**	**36**	**788**	**86**
Notes:																	
	File Number:	PP05-102	Acreage:	2.2		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MU5				
Base	569	Not Core or Frame	Coyote	2	2	0	0	0	0	2	1377	14	413	69	14	785	83
Add				253	0	253	46	48	59	101	353	0	7	4	46	229	67
Subtract				0							0	0	0	0	0	0	0
Change				253	0	253	46	48	59	101	353	0	7	4	46	229	67
Revised	**569**	**Not Core or Frame**	**Coyote**	**255**	**2**	**253**	**46**	**48**	**59**	**103**	**1730**	**14**	**420**	**73**	**60**	**1014**	**150**
Notes:																	
	File Number:	PP05-102	Acreage:	8.55		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP NC				
Base	569	Not Core or Frame	Coyote	2	2	0	0	0	0	2	1377	14	413	69	14	785	83
Add				0							108	1	0	0	85	11	11
Subtract				2	2					2	0	0	0	0	0	0	0
Change				-2	-2	0	0	0	0	-2	108	1	0	0	85	11	11
Revised	**569**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1485**	**15**	**413**	**69**	**99**	**796**	**94**
Notes:																	
	File Number:	PP05-102	Acreage:	3.64		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP IP				
Base	569	Not Core or Frame	Coyote	2	2	0	0	0	0	2	1377	14	413	69	14	785	83
Add				0							834	8	334	67	8	334	83
Subtract				2	2					2	0	0	0	0	0	0	0
Change				-2	-2	0	0	0	0	-2	834	8	334	67	8	334	83
Revised	**569**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2211**	**22**	**747**	**136**	**22**	**1119**	**166**
Notes:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	2.38		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP OFFICE				
Base	569	Not Core or Frame	Coyote	2	2	0	0	0	0	2	1377	14	413	69	14	785	83
Add				0							2728	0	55	27	355	1773	518
Subtract				2	2					2	0	0	0	0	0	0	0
Change				-2	-2	0	0	0	0	-2	2728	0	55	27	355	1773	518
Revised	**569**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4105**	**14**	**468**	**96**	**369**	**2558**	**601**
Notes:																	
	File Number:	PP05-102	Acreage:	3.82		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP CORE_GEN COM				
Base	569	Not Core or Frame	Coyote	2	2	0	0	0	0	2	1377	14	413	69	14	785	83
Add				0							48	0	0	0	38	5	5
Subtract				2	2					2	0	0	0	0	0	0	0
Change				-2	-2	0	0	0	0	-2	48	0	0	0	38	5	5
Revised	**569**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1425**	**14**	**413**	**69**	**52**	**790**	**88**
Notes:																	
	File Number:	PP05-102	Acreage:	4.83		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MU2				
Base	570	Not Core or Frame	Coyote	4	4	0	1	1	1	1	918	9	275	46	9	523	55
Add				0							262	0	5	3	34	170	50
Subtract				0							917	9	275	46	9	523	55
Change				0	0	0	0	0	0	0	-655	-9	-270	-43	25	-353	-5
Revised	**570**	**Not Core or Frame**	**Coyote**	**4**	**4**	**0**	**1**	**1**	**1**	**1**	**263**	**0**	**5**	**3**	**34**	**170**	**50**
Notes:																	
	File Number:	PP05-102	Acreage:	0.45		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MU5				
Base	570	Not Core or Frame	Coyote	4	4	0	1	1	1	1	918	9	275	46	9	523	55
Add				52	0	52	9	10	12	21	72	0	1	1	9	47	14
Subtract				4	4					1	0	0	0	0	0	0	0
Change				48	-4	52	9	10	12	20	72	0	1	1	9	47	14
Revised	**570**	**Not Core or Frame**	**Coyote**	**52**	**0**	**52**	**10**	**11**	**13**	**21**	**990**	**9**	**276**	**47**	**18**	**570**	**69**
Notes:																	
	File Number:	PP05-102	Acreage:	4.03		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP IP				
Base	570	Not Core or Frame	Coyote	4	4	0	1	1	1	1	918	9	275	46	9	523	55
Add				0							924	9	370	74	9	370	92
Subtract				4	4	0	1	1	1	1	0	0	0	0	0	0	0
Change				-4	-4	0	-1	-1	-1	-1	924	9	370	74	9	370	92
Revised	**570**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1842**	**18**	**645**	**120**	**18**	**893**	**147**
Notes:																	
	File Number:	PP05-102	Acreage:	6.94		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MU2				
Base	571	Not Core or Frame	Coyote	2	2	0	0	0	0	2	28	28	0	0	0	0	0
Add				0							376	0	8	4	49	244	71
Subtract				2	2					2	28	28	0	0	0	0	0
Change				-2	-2	0	0	0	0	-2	348	-28	8	4	49	244	71
Revised	**571**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**376**	**0**	**8**	**4**	**49**	**244**	**71**
Notes:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	1.23	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP MU1				
Base	571	Not Core or Frame	Coyote	2	2	0	0	0	0	2	28	28	0	0	0	0	0
Add				43	0	43	8	8	10	17	44	0	0	0	9	31	4
Subtract				2	2					2	0	0	0	0	0	0	0
Change				41	-2	43	8	8	10	15	44	0	0	0	9	31	4
Revised	**571**	**Not Core or Frame**	**Coyote**	**43**	**0**	**43**	**8**	**8**	**10**	**17**	**72**	**28**	**0**	**0**	**9**	**31**	**4**
Notes:																	
	File Number:	PP05-102	Acreage:	2.22	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP MU3				
Base	571	Not Core or Frame	Coyote	2	2	0	0	0	0	2	28	28	0	0	0	0	0
Add				107	0	107	19	20	25	43	27	0	0	0	21	3	3
Subtract				2	2					2	0	0	0	0	0	0	0
Change				105	-2	107	19	20	25	41	27	0	0	0	21	3	3
Revised	**571**	**Not Core or Frame**	**Coyote**	**107**	**0**	**107**	**19**	**20**	**25**	**43**	**55**	**28**	**0**	**0**	**21**	**3**	**3**
Notes:																	
	File Number:	PP05-102	Acreage:	4.97	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP NC				
Base	571	Not Core or Frame	Coyote	2	2	0	0	0	0	2	28	28	0	0	0	0	0
Add				0							63	1	0	0	50	6	6
Subtract				2	2					2	0	0	0	0	0	0	0
Change				-2	-2	0	0	0	0	-2	63	1	0	0	50	6	6
Revised	**571**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**91**	**29**	**0**	**0**	**50**	**6**	**6**
Notes:																	
	File Number:	PP05-102	Acreage:	29.95	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP MDR				
Base	571	Not Core or Frame	Coyote	2	2	0	0	0	0	2	28	28	0	0	0	0	0
Add				539	0	539	97	102	125	215	0						
Subtract				2	2					2	0	0	0	0	0	0	0
Change				537	-2	539	97	102	125	213	0	0	0	0	0	0	0
Revised	**571**	**Not Core or Frame**	**Coyote**	**539**	**0**	**539**	**97**	**102**	**125**	**215**	**28**	**28**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	15.55	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP MHDR				
Base	571	Not Core or Frame	Coyote	2	2	0	0	0	0	2	28	28	0	0	0	0	0
Add				521	0	521	94	98	121	208	0						
Subtract				2	2					2	0	0	0	0	0	0	0
Change				519	-2	521	94	98	121	206	0	0	0	0	0	0	0
Revised	**571**	**Not Core or Frame**	**Coyote**	**521**	**0**	**521**	**94**	**98**	**121**	**208**	**28**	**28**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	0.44	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP PP/OS				
Base	571	Not Core or Frame	Coyote	2	2	0	0	0	0	2	28	28	0	0	0	0	0
Add				0							0	0	0	0	0	0	0
Subtract				2	2					2	0	0	0	0	0	0	0
Change				-2	-2	0	0	0	0	-2	0	0	0	0	0	0	0
Revised	**571**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**28**	**0**	**0**	**0**	**0**	**0**
Notes:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	0.38	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP HDR				
Base	572	Not Core or Frame	Coyote	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Add				23	0	23	4	4	5	9	0						
Subtract				1	1					1	0	0	0	0	0	0	0
Change				22	-1	23	4	4	5	8	0	0	0	0	0	0	0
Revised	**572**	**Not Core or Frame**	**Coyote**	**23**	**0**	**23**	**4**	**4**	**5**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	10.38	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP MDR				
Base	572	Not Core or Frame	Coyote	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Add				187	0	187	34	35	43	75	0						
Subtract				1	1					1	0	0	0	0	0	0	0
Change				186	-1	187	34	35	43	74	0	0	0	0	0	0	0
Revised	**572**	**Not Core or Frame**	**Coyote**	**187**	**0**	**187**	**34**	**35**	**43**	**75**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	2.26	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP MHDR				
Base	572	Not Core or Frame	Coyote	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Add				76	0	76	14	14	18	30	0						
Subtract				1	1					1	0	0	0	0	0	0	0
Change				75	-1	76	14	14	18	29	0	0	0	0	0	0	0
Revised	**572**	**Not Core or Frame**	**Coyote**	**76**	**0**	**76**	**14**	**14**	**18**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	0.43	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP NC				
Base	572	Not Core or Frame	Coyote	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Add				0							6	0	0	0	4	1	1
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	6	0	0	0	4	1	1
Revised	**572**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**4**	**1**	**1**
Notes:																	
	File Number:	PP05-102	Acreage:	2.33	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP MU2				
Base	572	Not Core or Frame	Coyote	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Add				0							126	0	3	1	16	82	24
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	126	0	3	1	16	82	24
Revised	**572**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**126**	**0**	**3**	**1**	**16**	**82**	**24**
Notes:																	
	File Number:	PP05-102	Acreage:	7.02	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP IP				
Base	572	Not Core or Frame	Coyote	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Add				0							1610	16	644	129	16	644	161
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	1610	16	644	129	16	644	161
Revised	**572**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1610**	**16**	**644**	**129**	**16**	**644**	**161**
Notes:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	3.62		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP CI				
Base	572	Not Core or Frame	Coyote	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Add				0							220	2	66	11	2	126	13
Subtract				1	1					1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	220	2	66	11	2	126	13
Revised	**572**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**220**	**2**	**66**	**11**	**2**	**126**	**13**
Notes:																	
	File Number:	PP05-102	Acreage:	10.5		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MDR				
Base	573	Not Core or Frame	Coyote	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Add				189	0	189	34	36	44	76	0						
Subtract				1	1					1	0	0	0	0	0	0	0
Change				188	-1	189	34	36	44	75	0	0	0	0	0	0	0
Revised	**573**	**Not Core or Frame**	**Coyote**	**189**	**0**	**189**	**34**	**36**	**44**	**76**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	4.16		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP HDR				
Base	574	Not Core or Frame	Coyote	9	8	1	2	2	2	3	0	0	0	0	0	0	0
Add				250	0	250	45	47	58	100	0						
Subtract				2	1	1	0	0	0	0	0	0	0	0	0	0	0
Change				248	-1	249	45	47	58	100	0	0	0	0	0	0	0
Revised	**574**	**Not Core or Frame**	**Coyote**	**257**	**7**	**250**	**47**	**49**	**60**	**103**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	0.08		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP LDR				
Base	574	Not Core or Frame	Coyote	9	8	1	2	2	2	3	0	0	0	0	0	0	0
Add				1	0	1	0	0	0	0	0						
Subtract				2	1	1					0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	0	0	0	0	0	0	0	0
Revised	**574**	**Not Core or Frame**	**Coyote**	**8**	**7**	**1**	**2**	**2**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	14.23		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MDR				
Base	574	Not Core or Frame	Coyote	9	8	1	2	2	2	3	0	0	0	0	0	0	0
Add				256	0	256	46	48	59	102	0						
Subtract				5	4	1	2	1	0	0	0	0	0	0	0	0	0
Change				251	-4	255	44	47	59	102	0	0	0	0	0	0	0
Revised	**574**	**Not Core or Frame**	**Coyote**	**260**	**4**	**256**	**46**	**49**	**61**	**105**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	4.17		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	MHDR				
Base	574	Not Core or Frame	Coyote	9	8	1	2	2	2	3	0	0	0	0	0	0	0
Add				140	0	140	25	26	32	56	0						
Subtract				1	1		1				0	0	0	0	0	0	0
Change				139	-1	140	24	26	32	56	0	0	0	0	0	0	0
Revised	**574**	**Not Core or Frame**	**Coyote**	**148**	**7**	**141**	**26**	**28**	**34**	**59**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	2.71		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP OFFICE				
Base	574	Not Core or Frame	Coyote	9	8	1	2	2	2	3	0	0	0	0	0	0	0
Add				0							3106	0	62	31	404	2019	590
Subtract				2	2		2				0	0	0	0	0	0	0
Change				-2	-2	0	-2	0	0	0	3106	0	62	31	404	2019	590
Revised	**574**	**Not Core or Frame**	**Coyote**	**7**	**6**	**1**	**0**	**2**	**2**	**3**	**3106**	**0**	**62**	**31**	**404**	**2019**	**590**
Notes:																	
	File Number:	PP05-102	Acreage:	16.87		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MDR				
Base	734	Not Core or Frame	Coyote	33	30	3	6	6	8	13	27	0	0	0	0	25	2
Add				304	0	304	55	57	70	122	0						
Subtract				34	34	0	6	6	8	14	27	0	0	0	0	25	2
Change				270	-34	304	49	51	63	108	-27	0	0	0	0	-25	-2
Revised	**734**	**Not Core or Frame**	**Coyote**	**303**	**-4**	**307**	**55**	**57**	**71**	**121**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	14.64		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MHDR				
Base	734	Not Core or Frame	Coyote	33	30	3	6	6	8	13	27	0	0	0	0	25	2
Add				491	0	491	88	93	114	196	0						
Subtract				29	29	0	5	5	7	12	0	0	0	0	0	0	0
Change				462	-29	491	83	87	107	185	0	0	0	0	0	0	0
Revised	**734**	**Not Core or Frame**	**Coyote**	**495**	**1**	**494**	**89**	**93**	**115**	**198**	**27**	**0**	**0**	**0**	**0**	**25**	**2**
Notes:																	
	File Number:	PP05-102	Acreage:	1.25		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MU4				
Base	734	Not Core or Frame	Coyote	33	30	3	6	6	8	13	27	0	0	0	0	25	2
Add				50	0	50	9	9	12	20	16	0	0	0	12	2	2
Subtract				0	0					0	0	0	0	0	0	0	0
Change				50	0	50	9	9	12	20	16	0	0	0	12	2	2
Revised	**734**	**Not Core or Frame**	**Coyote**	**83**	**30**	**53**	**15**	**15**	**20**	**33**	**43**	**0**	**0**	**0**	**12**	**27**	**4**
Notes:																	
	File Number:	PP05-102	Acreage:	1.83		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP CI				
Base	734	Not Core or Frame	Coyote	33	30	3	6	6	8	13	27	0	0	0	0	25	2
Add				0							113	1	34	6	1	64	7
Subtract				1		1					0	0	0	0	0	0	0
Change				-1	0	-1	0	0	0	0	113	1	34	6	1	64	7
Revised	**734**	**Not Core or Frame**	**Coyote**	**32**	**30**	**2**	**6**	**6**	**8**	**13**	**140**	**1**	**34**	**6**	**1**	**89**	**9**
Notes:																	
	File Number:	PP05-102	Acreage:	2.17		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP NC				
Base	734	Not Core or Frame	Coyote	33	30	3	6	6	8	13	27	0	0	0	0	25	2
Add				0							27	0	0	0	21	3	3
Subtract				2		2					0	0	0	0	0	0	0
Change				-2	0	-2	0	0	0	0	27	0	0	0	21	3	3
Revised	**734**	**Not Core or Frame**	**Coyote**	**31**	**30**	**1**	**6**	**6**	**8**	**13**	**54**	**0**	**0**	**0**	**21**	**28**	**5**
Notes:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	6.06		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP IP				
Base	734	Not Core or Frame	Coyote	33	30	3	6	6	8	13	27	0	0	0	0	25	2
Add				0							1390	14	556	111	14	556	139
Subtract				3		3	1				0	0	0	0	0	0	0
Change				-3	0	-3	-1	0	0	0	1390	14	556	111	14	556	139
Revised	**734**	**Not Core or Frame**	**Coyote**	**30**	**30**	**0**	**5**	**6**	**8**	**13**	**1417**	**14**	**556**	**111**	**14**	**581**	**141**
Notes:																	
	File Number:	PP05-102	Acreage:	2.46		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MU2				
Base	734	Not Core or Frame	Coyote	33	30	3	6	6	8	13	27	0	0	0	0	25	2
Add				0							132	0	3	1	17	86	25
Subtract				2		2					0	0	0	0	0	0	0
Change				-2	0	-2	0	0	0	0	132	0	3	1	17	86	25
Revised	**734**	**Not Core or Frame**	**Coyote**	**31**	**30**	**1**	**6**	**6**	**8**	**13**	**159**	**0**	**3**	**1**	**17**	**111**	**27**
Notes:																	
	File Number:	PP05-102	Acreage:	9.55		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MDR				
Base	823	Not Core or Frame	Coyote	54	48	6	10	10	12	22	11	0	0	0	0	11	0
Add				172	0	172	31	32	40	69	0						
Subtract				14	14	0	3	3	3	6	11	0	0	0	0	11	0
Change				158	-14	172	28	30	37	63	-11	0	0	0	0	-11	0
Revised	**823**	**Not Core or Frame**	**Coyote**	**212**	**34**	**178**	**38**	**40**	**49**	**85**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	5.95		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MHDR				
Base	823	Not Core or Frame	Coyote	54	48	6	10	10	12	22	11	0	0	0	0	11	0
Add				199	0	199	36	38	46	80	0						
Subtract				9	9	0	2	2	2	4	0	0	0	0	0	0	0
Change				190	-9	199	34	36	44	76	0	0	0	0	0	0	0
Revised	**823**	**Not Core or Frame**	**Coyote**	**244**	**39**	**205**	**44**	**46**	**56**	**98**	**11**	**0**	**0**	**0**	**0**	**11**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	1.33		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MU3				
Base	823	Not Core or Frame	Coyote	54	48	6	10	10	12	22	11	0	0	0	0	11	0
Add				64	0	64	12	12	15	26	17	0	0	0	13	2	2
Subtract				54	48	6	10	10	12	22	0	0	0	0	0	0	0
Change				10	-48	58	2	2	3	4	17	0	0	0	13	2	2
Revised	**823**	**Not Core or Frame**	**Coyote**	**64**	**0**	**64**	**12**	**12**	**15**	**26**	**28**	**0**	**0**	**0**	**13**	**13**	**2**
Notes:																	
	File Number:	PP05-102	Acreage:	4.64		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP CI				
Base	823	Not Core or Frame	Coyote	54	48	6	10	10	12	22	11	0	0	0	0	11	0
Add				0							281	3	84	14	3	160	17
Subtract				7	7	0	1	1	2	3	0	0	0	0	0	0	0
Change				-7	-7	0	-1	-1	-2	-3	281	3	84	14	3	160	17
Revised	**823**	**Not Core or Frame**	**Coyote**	**47**	**41**	**6**	**9**	**9**	**10**	**19**	**292**	**3**	**84**	**14**	**3**	**171**	**17**
Notes:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	7.77		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP IP				
Base	823	Not Core or Frame	Coyote	54	48	6	10	10	12	22	11	0	0	0	0	11	0
Add				0							1783	18	713	143	18	713	178
Subtract				12	12	0	2	2	3	5	0	0	0	0	0	0	0
Change				-12	-12	0	-2	-2	-3	-5	1783	18	713	143	18	713	178
Revised	**823**	**Not Core or Frame**	**Coyote**	**42**	**36**	**6**	**8**	**8**	**9**	**17**	**1794**	**18**	**713**	**143**	**18**	**724**	**178**
Notes:																	
	File Number:	PP05-102	Acreage:	1.28		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MU2				
Base	823	Not Core or Frame	Coyote	54	48	6	10	10	12	22	11	0	0	0	0	11	0
Add				0							69	0	1	1	9	45	13
Subtract				2	2	0	0	0	0	1	0	0	0	0	0	0	0
Change				-2	-2	0	0	0	0	-1	69	0	1	1	9	45	13
Revised	**823**	**Not Core or Frame**	**Coyote**	**52**	**46**	**6**	**10**	**10**	**12**	**21**	**80**	**0**	**1**	**1**	**9**	**56**	**13**
Notes:																	
	File Number:	PP05-102	Acreage:	8.2		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP HDR				
Base	824	Not Core or Frame	Coyote	4	4	0	1	1	1	1	6	6	0	0	0	0	0
Add				492	0	492	89	93	114	197	0						
Subtract				4	4	0	1	1	1	1	6	6	0	0	0	0	0
Change				488	-4	492	88	92	113	196	-6	-6	0	0	0	0	0
Revised	**824**	**Not Core or Frame**	**Coyote**	**492**	**0**	**492**	**89**	**93**	**114**	**197**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	16.52		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MHDR				
Base	824	Not Core or Frame	Coyote	4	4	0	1	1	1	1	6	6	0	0	0	0	0
Add				553	0	553	99	104	128	221	0						
Subtract				4	4	0	1	1	1	1	0	0	0	0	0	0	0
Change				549	-4	553	98	103	127	220	0	0	0	0	0	0	0
Revised	**824**	**Not Core or Frame**	**Coyote**	**553**	**0**	**553**	**99**	**104**	**128**	**221**	**6**	**6**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	15.55		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MU3				
Base	824	Not Core or Frame	Coyote	4	4	0	1	1	1	1	6	6	0	0	0	0	0
Add				746	0	746	134	141	173	298	0						
Subtract				4	4	0	1	1	1	1	0	0	0	0	0	0	0
Change				742	-4	746	133	140	172	297	0	0	0	0	0	0	0
Revised	**824**	**Not Core or Frame**	**Coyote**	**746**	**0**	**746**	**134**	**141**	**173**	**298**	**6**	**6**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	4.3		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MU4				
Base	824	Not Core or Frame	Coyote	4	4	0	1	1	1	1	6	6	0	0	0	0	0
Add				172	0	172	31	32	40	69	0						
Subtract				4	4	0	1	1	1	1	0	0	0	0	0	0	0
Change				168	-4	172	30	31	39	68	0	0	0	0	0	0	0
Revised	**824**	**Not Core or Frame**	**Coyote**	**172**	**0**	**172**	**31**	**32**	**40**	**69**	**6**	**6**	**0**	**0**	**0**	**0**	**0**
Notes:																	
	File Number:	PP05-102	Acreage:	4.14		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP NC				
Base	824	Not Core or Frame	Coyote	4	4	0	1	1	1	1	6	6	0	0	0	0	0
Add				0							52	1	0	0	41	5	5
Subtract				0							0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	52	1	0	0	41	5	5
Revised	**824**	**Not Core or Frame**	**Coyote**	**4**	**4**	**0**	**1**	**1**	**1**	**1**	**58**	**7**	**0**	**0**	**41**	**5**	**5**

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	28.45	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP CI				
Base	852	Not Core or Frame	Coyote	3	3	0	1	1	1	0	3083	32	924	155	32	1758	184
Add				0							1738	17	522	87	17	991	104
Subtract				3	3	0	1	1	1	0	3085	32	924	155	32	1758	184
Change				-3	-3	0	-1	-1	-1	0	-1347	-15	-402	-68	-15	-767	-80
Revised	**852**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1736**	**17**	**522**	**87**	**17**	**991**	**104**
	File Number:	PP05-102	Acreage:	2.76	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP R&D				
Base	852	Not Core or Frame	Coyote	3	3	0	1	1	1	0	3083	32	924	155	32	1758	184
Add				0							126	0	6	0	1	114	5
Subtract				3	3	0	1	1	1	0	0	0	0	0	0	0	0
Change				-3	-3	0	-1	-1	-1	0	126	0	6	0	1	114	5
Revised	**852**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3209**	**32**	**930**	**155**	**33**	**1872**	**189**
	File Number:	PP05-102	Acreage:	14.92	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP IP				
Base	852	Not Core or Frame	Coyote	3	3	0	1	1	1	0	3083	32	924	155	32	1758	184
Add				0							3420	34	1368	274	34	1368	342
Subtract				3	3	0	1	1	1	0	0	0	0	0	0	0	0
Change				-3	-3	0	-1	-1	-1	0	3420	34	1368	274	34	1368	342
Revised	**852**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6503**	**66**	**2292**	**429**	**66**	**3126**	**526**
	File Number:	PP05-102	Acreage:	9.69	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP Support Industrial (LI)				
Base	852	Not Core or Frame	Coyote	3	3	0	1	1	1	0	3083	32	924	155	32	1758	184
Add				0							828	17	215	108	66	190	232
Subtract				3	3	0	1	1	1	0	0	0	0	0	0	0	0
Change				-3	-3	0	-1	-1	-1	0	828	17	215	108	66	190	232
Revised	**852**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3911**	**49**	**1139**	**263**	**98**	**1948**	**416**
	File Number:	PP05-102	Acreage:	1.36	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP PP/OS				
Base	852	Not Core or Frame	Coyote	3	3	0	1	1	1	0	3083	32	924	155	32	1758	184
Add				0							0						
Subtract				3	3	0	1	1	1	0	0	0	0	0	0	0	0
Change				-3	-3	0	-1	-1	-1	0	0	0	0	0	0	0	0
Revised	**852**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3083**	**32**	**924**	**155**	**32**	**1758**	**184**
	File Number:	PP05-102	Acreage:	0.1	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP MHDR				
Base	853	Not Core or Frame	Coyote	3	3	0	1	1	1	0	0	0	0	0	0	0	0
Add				3	0	3	1	1	1	1	0						
Subtract				3	3	0	1	1	1	0	0	0	0	0	0	0	0
Change				0	-3	3	0	0	0	1	0	0	0	0	0	0	0
Revised	**853**	**Not Core or Frame**	**Coyote**	**3**	**0**	**3**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
NOTE:																	
	File Number:	PP05-102	Acreage:	1.86	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP MU3				
Base	853	Not Core or Frame	Coyote	3	3	0	1	1	1	0	0	0	0	0	0	0	0
Add				89	0	89	16	17	21	36	21	0	0	0	17	2	2
Subtract				3	3	0	1	1	1	0	0	0	0	0	0	0	0
Change				86	-3	89	15	16	20	36	21	0	0	0	17	2	2
Revised	**853**	**Not Core or Frame**	**Coyote**	**89**	**0**	**89**	**16**	**17**	**21**	**36**	**21**	**0**	**0**	**0**	**17**	**2**	**2**
NOTE:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	17.47	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP MDR				
Base	854	Not Core or Frame	Coyote	26	25	1	5	5	6	10	2	0	0	0	0	0	2
Add				314	0	314	56	59	73	126	0						
Subtract				25	25	0	5	6	7	12	2	0	0	0	0	0	2
Change				289	-25	314	51	54	66	114	-2	0	0	0	0	0	-2
Revised	**854**	**Not Core or Frame**	**Coyote**	**315**	**0**	**315**	**56**	**59**	**72**	**124**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
NOTE:																	
	File Number:	PP05-102	Acreage:	11.69	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP MHDR				
Base	854	Not Core or Frame	Coyote	26	25	1	5	5	6	10	2	0	0	0	0	0	2
Add				392	0	392	71	74	91	157	0						
Subtract				20	20	0	4	4	5	8	0	0	0	0	0	0	0
Change				372	-20	392	67	70	86	149	0	0	0	0	0	0	0
Revised	**854**	**Not Core or Frame**	**Coyote**	**398**	**5**	**393**	**72**	**75**	**92**	**159**	**2**	**0**	**0**	**0**	**0**	**0**	**2**
NOTE:																	
	File Number:	PP05-102	Acreage:	2.08	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP MU3				
Base	854	Not Core or Frame	Coyote	26	25	1	5	5	6	10	2	0	0	0	0	0	2
Add				100	0	100	18	19	23	40	23	0	0	0	19	2	2
Subtract				4	4	0	1	1	1	2	0	0	0	0	0	0	0
Change				96	-4	100	17	18	22	38	23	0	0	0	19	2	2
Revised	**854**	**Not Core or Frame**	**Coyote**	**122**	**21**	**101**	**22**	**23**	**28**	**48**	**25**	**0**	**0**	**0**	**19**	**2**	**4**
NOTE:																	
	File Number:	PP05-102	Acreage:	2.24	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP CI				
Base	854	Not Core or Frame	Coyote	26	25	1	5	5	6	10	2	0	0	0	0	0	2
Add				0							136	1	41	7	1	76	8
Subtract				4	4	0	1	1	1	2	0	0	0	0	0	0	0
Change				-4	-4	0	-1	-1	-1	-2	136	1	41	7	1	76	8
Revised	**854**	**Not Core or Frame**	**Coyote**	**22**	**21**	**1**	**4**	**4**	**5**	**8**	**138**	**1**	**41**	**7**	**1**	**78**	**10**
NOTE:																	
	File Number:	PP05-102	Acreage:	2.45	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP MU2				
Base	854	Not Core or Frame	Coyote	26	25	1	5	5	6	10	2	0	0	0	0	0	2
Add				0							132	0	3	1	17	86	25
Subtract				4	4	0	1	1	1	2	0	0	0	0	0	0	0
Change				-4	-4	0	-1	-1	-1	-2	132	0	3	1	17	86	25
Revised	**854**	**Not Core or Frame**	**Coyote**	**22**	**21**	**1**	**4**	**4**	**5**	**8**	**134**	**0**	**3**	**1**	**17**	**86**	**27**
NOTE:																	
	File Number:	PP05-102	Acreage:	5.64	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP IP				
Base	854	Not Core or Frame	Coyote	26	25	1	5	5	6	10	2	0	0	0	0	0	2
Add				0							1292	13	517	103	13	517	129
Subtract				10	10	0	2	2	2	4	0	0	0	0	0	0	0
Change				-10	-10	0	-2	-2	-2	-4	1292	13	517	103	13	517	129
Revised	**854**	**Not Core or Frame**	**Coyote**	**16**	**15**	**1**	**3**	**3**	**4**	**6**	**1294**	**13**	**517**	**103**	**13**	**517**	**131**
NOTE:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	14.71	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MDR				
Base	855	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2087	21	625	105	21	1189	125
Add				265	0	265	48	50	61	106	0	0	0	0	0	0	0
Subtract				1	1	0	0	0	0	1	2086	21	625	105	21	1189	125
Change				264	-1	265	48	50	61	105	-2086	-21	-625	-105	-21	-1189	-125
Revised	**855**	**Not Core or Frame**	**Coyote**	**265**	**0**	**265**	**48**	**50**	**61**	**106**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
NOTE:																	
	File Number:	PP05-102	Acreage:	12.31	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP HDR				
Base	855	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2087	21	625	105	21	1189	125
Add				739	0	739	133	139	171	295	0	0	0	0	0	0	0
Subtract				1	1	0	0	0	0	1	0	0	0	0	0	0	0
Change				738	-1	739	133	139	171	294	0	0	0	0	0	0	0
Revised	**855**	**Not Core or Frame**	**Coyote**	**739**	**0**	**739**	**133**	**139**	**171**	**295**	**2087**	**21**	**625**	**105**	**21**	**1189**	**125**
	File Number:	PP05-102	Acreage:	15.28	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MHDR				
Base	855	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2087	21	625	105	21	1189	125
Add				512	0	512	92	97	119	205	0	0	0	0	0	0	0
Subtract				1	1	0	0	0	0	1	0	0	0	0	0	0	0
Change				511	-1	512	92	97	119	204	0	0	0	0	0	0	0
Revised	**855**	**Not Core or Frame**	**Coyote**	**512**	**0**	**512**	**92**	**97**	**119**	**205**	**2087**	**21**	**625**	**105**	**21**	**1189**	**125**
NOTE:																	
	File Number:	PP05-102	Acreage:	5.54	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MRR				
Base	855	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2087	21	625	105	21	1189	125
Add				416	0	416	75	79	96	166	0	0	0	0	0	0	0
Subtract				1	1	0	0	0	0	1	0	0	0	0	0	0	0
Change				415	-1	416	75	79	96	165	0	0	0	0	0	0	0
Revised	**855**	**Not Core or Frame**	**Coyote**	**416**	**0**	**416**	**75**	**79**	**96**	**166**	**2087**	**21**	**625**	**105**	**21**	**1189**	**125**
NOTE:																	
	File Number:	PP05-102	Acreage:	0.48	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MU1				
Base	855	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2087	21	625	105	21	1189	125
Add				17	0	17	3	3	4	7	19	0	0	0	4	13	2
Subtract				1	1	0	0	0	0	1	0	0	0	0	0	0	0
Change				16	-1	17	3	3	4	6	19	0	0	0	4	13	2
Revised	**855**	**Not Core or Frame**	**Coyote**	**17**	**0**	**17**	**3**	**3**	**4**	**7**	**2106**	**21**	**625**	**105**	**25**	**1202**	**127**
NOTE:																	
	File Number:	PP05-102	Acreage:	4.01	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP CI				
Base	855	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2087	21	625	105	21	1189	125
Add				0	0	0	0	0	0	0	2273	23	682	114	23	1295	136
Subtract				1	1	0	0	0	0	1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	2273	23	682	114	23	1295	136
Revised	**855**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4360**	**44**	**1307**	**219**	**44**	**2484**	**261**
NOTE:																	
	File Number:	PP05-102	Acreage:	2.74	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP IP				
Base	855	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2087	21	625	105	21	1189	125
Add				0							627	6	251	50	6	251	63
Subtract				0							0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	627	6	251	50	6	251	63
Revised	**855**	**Not Core or Frame**	**Coyote**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**2714**	**27**	**876**	**155**	**27**	**1440**	**188**
NOTE:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	0.18	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP PP/OS				
Base	855	Not Core or Frame	Coyote	1	1	0	0	0	0	1	2087	21	625	105	21	1189	125
Add				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtract				1	1	0	0	0	0	1	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	-1	0	0	0	0	0	0	0
Revised	**855**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2087**	**21**	**625**	**105**	**21**	**1189**	**125**
NOTE:																	
	File Number:	PP05-102	Acreage:	37.16	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP CI				
Base	856	Not Core or Frame	Coyote	0	0	0	0	0	0	0	4373	44	1312	219	44	2493	263
Add				0	0	0	0	0	0	0	2273	23	682	114	23	1295	136
Subtract				0							4375	44	1312	219	44	2493	263
Change				0	0	0	0	0	0	0	-2102	-21	-630	-105	-21	-1198	-127
Revised	**856**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2271**	**23**	**682**	**114**	**23**	**1295**	**136**
NOTE:																	
	File Number:	PP05-102	Acreage:	0.53	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP R&D				
Base	856	Not Core or Frame	Coyote	0	0	0	0	0	0	0	4373	44	1312	219	44	2493	263
Add				0	0	0	0	0	0	0	24	0	1	0	0	22	1
Subtract				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	24	0	1	0	0	22	1
Revised	**856**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4397**	**44**	**1313**	**219**	**44**	**2515**	**264**
NOTE:																	
	File Number:	PP05-102	Acreage:	10.42	Existing GP:		North Coyote Valley Campus Industrial				Requested GP.		CVSP IP				
Base	856	Not Core or Frame	Coyote	0	0	0	0	0	0	0	4373	44	1312	219	44	2493	263
Add				0	0	0	0	0	0	0	2390	24	956	191	24	956	239
Subtract				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	2390	24	956	191	24	956	239
Revised	**856**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6763**	**68**	**2268**	**410**	**68**	**3449**	**502**
NOTE:																	
	File Number:	PP05-102	Acreage:	0.97	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MU2				
Base	856	Not Core or Frame	Coyote	0	0	0	0	0	0	0	4373	44	1312	219	44	2493	263
Add				0	0	0	0	0	0	0	2390	24	956	191	24	956	239
Subtract				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	2390	24	956	191	24	956	239
Revised	**856**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6763**	**68**	**2268**	**410**	**68**	**3449**	**502**
NOTE:																	
	File Number:	PP05-102	Acreage:	20.05	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MHDR				
Base	857	Not Core or Frame	Coyote	0	0	0	0	0	0	0	2480	10	291	48	10	2060	60
Add				672	0	672	121	127	156	269	0	0	0	0	0	0	0
Subtract				0	0	0	0	0	0	0	2479	10	291	48	10	2060	60
Change				672	0	672	121	127	156	269	-2479	-10	-291	-48	-10	-2060	-60
Revised	**857**	**Not Core or Frame**	**Coyote**	**672**	**0**	**672**	**121**	**127**	**156**	**269**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
NOTE:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	0.46		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MRR				
Base	857	Not Core or Frame	Coyote	0	0	0	0	0	0	0	2480	10	291	48	10	2060	60
Add				35	0	35	6	7	8	14	0	0	0	0	0	0	0
Subtract				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Change				35	0	35	6	7	8	14	0	0	0	0	0	0	0
Revised	**857**	**Not Core or Frame**	**Coyote**	**35**	**0**	**35**	**6**	**7**	**8**	**14**	**2480**	**10**	**291**	**48**	**10**	**2060**	**60**
NOTE:																	
	File Number:	PP05-102	Acreage:	3.59		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MU4				
Base	857	Not Core or Frame	Coyote	0	0	0	0	0	0	0	2480	10	291	48	10	2060	60
Add				144	0	144	26	27	33	58	0	0	0	0	0	0	0
Subtract				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Change				144	0	144	26	27	33	58	0	0	0	0	0	0	0
Revised	**857**	**Not Core or Frame**	**Coyote**	**144**	**0**	**144**	**26**	**27**	**33**	**58**	**2480**	**10**	**291**	**48**	**10**	**2060**	**60**
NOTE:																	
	File Number:	PP05-102	Acreage:	2.22		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP R&D				
Base	857	Not Core or Frame	Coyote	0	0	0	0	0	0	0	2480	10	291	48	10	2060	60
Add				0	0	0	0	0	0	0	102	0	5	0	1	92	4
Subtract				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	102	0	5	0	1	92	4
Revised	**857**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2582**	**10**	**296**	**48**	**11**	**2152**	**64**
NOTE:																	
	File Number:	PP05-102	Acreage:	21.17		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP IP				
Base	857	Not Core or Frame	Coyote	0	0	0	0	0	0	0	2480	10	291	48	10	2060	60
Add				0	0	0	0	0	0	0	4853	49	1941	388	49	1941	485
Subtract				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	4853	49	1941	388	49	1941	485
Revised	**857**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7333**	**59**	**2232**	**436**	**59**	**4001**	**545**
NOTE:																	
	File Number:	PP05-102	Acreage:	26.39		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP CI				
Base	857	Not Core or Frame	Coyote	0	0	0	0	0	0	0	2480	10	291	48	10	2060	60
Add				0	0	0	0	0	0	0	1614	16	484	81	16	920	97
Subtract				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	1614	16	484	81	16	920	97
Revised	**857**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4094**	**26**	**775**	**129**	**26**	**2980**	**157**
NOTE:																	
	File Number:	PP05-102	Acreage:	0.03		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP NC				
Base	857	Not Core or Frame	Coyote	0	0	0	0	0	0	0	2480	10	291	48	10	2060	60
Add				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtract				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Revised	**857**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2480**	**10**	**291**	**48**	**10**	**2060**	**60**
NOTE:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	0.49		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP PP/OS				
Base	857	Not Core or Frame	Coyote	0	0	0	0	0	0	0	2480	10	291	48	10	2060	60
Add				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtract				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Revised	**857**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2480**	**10**	**291**	**48**	**10**	**2060**	**60**
NOTE:																	
	File Number:	PP05-102	Acreage:	2.41		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP HDR (North)				
Base	858	Not Core or Frame	Coyote	9	8	1	2	2	2	3	1189	12	349	58	12	687	72
Add				145	0	145	26	27	34	58	0	0	0	0	0	0	0
Subtract				0							1190	12	349	58	12	687	72
Change				145	0	145	26	27	34	58	-1190	-12	-349	-58	-12	-687	-72
Revised	**858**	**Not Core or Frame**	**Coyote**	**154**	**8**	**146**	**28**	**29**	**36**	**61**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
NOTE:																	
	File Number:	PP05-102	Acreage:	5.71		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP HDR (Mid)				
Base	858	Not Core or Frame	Coyote	9	8	1	2	2	2	3	1189	12	349	58	12	687	72
Add				343	0	343	62	65	79	137	0	0	0	0	0	0	0
Subtract				0							0	0	0	0	0	0	0
Change				343	0	343	62	65	79	137	0	0	0	0	0	0	0
Revised	**858**	**Not Core or Frame**	**Coyote**	**352**	**8**	**344**	**64**	**67**	**81**	**140**	**1189**	**12**	**349**	**58**	**12**	**687**	**72**
NOTE:																	
	File Number:	PP05-102	Acreage:	7.34		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MDR (North)				
Base	858	Not Core or Frame	Coyote	9	8	1	2	2	2	3	1189	12	349	58	12	687	72
Add				132	0	132	24	25	31	53	0	0	0	0	0	0	0
Subtract				0							0	0	0	0	0	0	0
Change				132	0	132	24	25	31	53	0	0	0	0	0	0	0
Revised	**858**	**Not Core or Frame**	**Coyote**	**141**	**8**	**133**	**26**	**27**	**33**	**56**	**1189**	**12**	**349**	**58**	**12**	**687**	**72**
NOTE:																	
	File Number:	PP05-102	Acreage:	7.06		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MDR (Mid)				
Base	858	Not Core or Frame	Coyote	9	8	1	2	2	2	3	1189	12	349	58	12	687	72
Add				127	0	127	23	24	29	51	0	0	0	0	0	0	0
Subtract				0							0	0	0	0	0	0	0
Change				127	0	127	23	24	29	51	0	0	0	0	0	0	0
Revised	**858**	**Not Core or Frame**	**Coyote**	**136**	**8**	**128**	**25**	**26**	**31**	**54**	**1189**	**12**	**349**	**58**	**12**	**687**	**72**
NOTE:																	
	File Number:	PP05-102	Acreage:	5.52		Existing GP:	North Coyote Valley Campus Industrial					Requested GP:	CVSP MHDR (North)				
Base	858	Not Core or Frame	Coyote	9	8	1	2	2	2	3	1189	12	349	58	12	687	72
Add				185	0	185	33	35	43	74	0	0	0	0	0	0	0
Subtract				0							0	0	0	0	0	0	0
Change				185	0	185	33	35	43	74	0	0	0	0	0	0	0
Revised	**858**	**Not Core or Frame**	**Coyote**	**194**	**8**	**186**	**35**	**37**	**45**	**77**	**1189**	**12**	**349**	**58**	**12**	**687**	**72**
NOTE:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	8.63	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP MHDR (Mid)				
Base	858	Not Core or Frame	Coyote	9	8	1	2	2	2	3	1189	12	349	58	12	687	72
Add				289	0	289	52	55	67	116	0	0	0	0	0	0	0
Subtract				0							0	0	0	0	0	0	0
Change				289	0	289	52	55	67	116	0	0	0	0	0	0	0
Revised	**858**	**Not Core or Frame**	**Coyote**	**298**	**8**	**290**	**54**	**67**	**69**	**119**	**1189**	**12**	**349**	**58**	**12**	**687**	**72**
NOTE:																	
	File Number:	PP05-102	Acreage:	9.31	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MDR (North)				
Base	859	Not Core or Frame	Coyote	0	0	0	0	0	0	0	354	4	106	18	4	202	21
Add				168	0	168	30	32	39	67	0						
Subtract				0							355	4	106	18	4	202	21
Change				168	0	168	30	32	39	67	-355	-4	-106	-18	-4	-202	-21
Revised	**859**	**Not Core or Frame**	**Coyote**	**168**	**0**	**168**	**30**	**32**	**39**	**67**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
NOTE:																	
	File Number:	PP05-102	Acreage:	4.89	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP MDR (Mid)				
Base	859	Not Core or Frame	Coyote	0	0	0	0	0	0	0	354	4	106	18	4	202	21
Add				88	0	88	16	17	20	35	0						
Subtract				0							0	0	0	0	0	0	0
Change				88	0	88	16	17	20	35	0	0	0	0	0	0	0
Revised	**859**	**Not Core or Frame**	**Coyote**	**88**	**0**	**88**	**16**	**17**	**20**	**35**	**354**	**4**	**106**	**18**	**4**	**0**	**21**
NOTE:																	
	File Number:	PP05-102	Acreage:	5.52	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MHDR				
Base	859	Not Core or Frame	Coyote	0	0	0	0	0	0	0	354	4	106	18	4	202	21
Add				185	0	185	33	35	43	74	0						
Subtract				0							0	0	0	0	0	0	0
Change				185	0	185	33	35	43	74	0	0	0	0	0	0	0
Revised	**859**	**Not Core or Frame**	**Coyote**	**185**	**0**	**185**	**33**	**35**	**43**	**74**	**354**	**4**	**106**	**18**	**4**	**0**	**21**
NOTE:																	
	File Number:	PP05-102	Acreage:	0.45	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MRR				
Base	859	Not Core or Frame	Coyote	0	0	0	0	0	0	0	354	4	106	18	4	202	21
Add				34	0	34	6	6	8	14	0						
Subtract				0							0	0	0	0	0	0	0
Change				34	0	34	6	6	8	14	0	0	0	0	0	0	0
Revised	**859**	**Not Core or Frame**	**Coyote**	**34**	**0**	**34**	**6**	**6**	**8**	**14**	**354**	**4**	**106**	**18**	**4**	**0**	**21**
NOTE:																	
	File Number:	PP05-102	Acreage:	0.91	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP MU4				
Base	859	Not Core or Frame	Coyote	0	0	0	0	0	0	0	354	4	106	18	4	202	21
Add				36	0	36	6	7	8	14	11	0	0	0	9	1	1
Subtract				0							0	0	0	0	0	0	0
Change				36	0	36	6	7	8	14	11	0	0	0	9	1	1
Revised	**859**	**Not Core or Frame**	**Coyote**	**36**	**0**	**36**	**6**	**7**	**8**	**14**	**365**	**4**	**106**	**18**	**13**	**0**	**22**
NOTE:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	17.94	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP CI				
Base	859	Not Core or Frame	Coyote	0	0	0	0	0	0	0	354	4	106	18	4	202	21
Add				0							1097	11	329	55	11	625	66
Subtract				0							0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	1097	11	329	55	11	625	66
Revised	**859**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1451**	**15**	**435**	**73**	**15**	**0**	**87**
NOTE:																	
	File Number:	PP05-102	Acreage:	6.72	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP IP				
Base	859	Not Core or Frame	Coyote	0	0	0	0	0	0	0	354	4	106	18	4	202	21
Add				0							1539	15	616	123	15	616	154
Subtract				0							0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	1539	15	616	123	15	616	154
Revised	**859**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1893**	**19**	**722**	**141**	**19**	**0**	**175**
NOTE:																	
	File Number:	PP05-102	Acreage:	0.85	Existing GP:		North Coyote Valley Campus Industrial				Requested GP:		CVSP NC				
Base	859	Not Core or Frame	Coyote	0	0	0	0	0	0	0	354	4	106	18	4	202	21
Add				0							11	0	0	0	9	1	1
Subtract				0							0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	11	0	0	0	9	1	1
Revised	**859**	**Not Core or Frame**	**Coyote**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**365**	**4**	**106**	**18**	**13**	**0**	**22**
NOTE:																	
	File Number:	PP05-102	Acreage:	56.73	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP LDR				
Base	862	Not Core or Frame	Coyote	46	42	4	8	9	11	18	29	0	7	0	2	5	15
Add				397	397	0	71	75	92	159	0	0	0	0	0	0	0
Subtract				20	20	0	4	4	5	8	29	0	7	0	2	5	15
Change				377	377	0	68	71	87	151	-29	0	-7	0	-2	-5	-15
Revised	**862**	**Not Core or Frame**	**Coyote**	**423**	**419**	**4**	**76**	**80**	**98**	**169**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
NOTE:																	
	File Number:	PP05-102	Acreage:	49.11	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP MDR				
Base	862	Not Core or Frame	Coyote	46	42	4	8	9	11	18	29	0	7	0	2	5	15
Add				884	0	884	159	167	205	353	0	0	0	0	0	0	0
Subtract				17	17	0	3	3	4	7	0	0	0	0	0	0	0
Change				867	-17	884	156	164	201	347	0	0	0	0	0	0	0
Revised	**862**	**Not Core or Frame**	**Coyote**	**913**	**25**	**888**	**164**	**173**	**212**	**365**	**29**	**0**	**7**	**0**	**2**	**5**	**15**
NOTE:																	
	File Number:	PP05-102	Acreage:	8.62	Existing GP:		Coyote Valley Urban Reserve				Requested GP:		CVSP MHDR				
Base	862	Not Core or Frame	Coyote	46	42	4	8	9	11	18	29	0	7	0	2	5	15
Add				289	0	289	52	55	67	116	0	0	0	0	0	0	0
Subtract				3	3	0	1	1	1	1	0	0	0	0	0	0	0
Change				286	-3	289	51	54	66	114	0	0	0	0	0	0	0
Revised	**862**	**Not Core or Frame**	**Coyote**	**332**	**39**	**293**	**59**	**63**	**77**	**132**	**29**	**0**	**7**	**0**	**2**	**5**	**15**
NOTE:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	2.24		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MU3				
Base	862	Not Core or Frame	Coyote	46	42	4	8	9	11	18	29	0	7	0	2	5	15
Add				108	0	108	19	20	25	43	27	0	0	0	21	3	3
Subtract				1	1	0	0	0	0	0	0	0	0	0	0	0	0
Change				107	-1	108	19	20	25	43	27	0	0	0	21	3	3
Revised	**862**	**Not Core or Frame**	**Coyote**	**153**	**41**	**112**	**27**	**29**	**36**	**61**	**56**	**0**	**7**	**0**	**23**	**8**	**18**
NOTE:																	
	File Number:	PP05-102	Acreage:	5.49		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP CI				
Base	862	Not Core or Frame	Coyote	46	42	4	8	9	11	18	29	0	7	0	2	5	15
Add				0	0	0	0	0	0	0	335	3	101	17	3	191	20
Subtract				2	2	0	0	0	0	1	0	0	0	0	0	0	0
Change				-2	-2	0	0	0	0	-1	335	3	101	17	3	191	20
Revised	**862**	**Not Core or Frame**	**Coyote**	**44**	**40**	**4**	**8**	**9**	**11**	**17**	**364**	**3**	**108**	**17**	**5**	**196**	**35**
NOTE:																	
	File Number:	PP05-102	Acreage:	3.65		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP IP				
Base	862	Not Core or Frame	Coyote	46	42	4	8	9	11	18	29	0	7	0	2	5	15
Add				0	0	0	0	0	0	0	837	8	335	67	8	335	84
Subtract				1	1	0	0	0	0	0	0	0	0	0	0	0	0
Change				-1	-1	0	0	0	0	0	837	8	335	67	8	335	84
Revised	**862**	**Not Core or Frame**	**Coyote**	**45**	**41**	**4**	**8**	**9**	**11**	**18**	**866**	**8**	**342**	**67**	**10**	**340**	**99**
NOTE:																	
	File Number:	PP05-102	Acreage:	11.49		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MDR				
Base	860	Not Core or Frame	Coyote	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Add				207	0	207	37	39	48	83	0	0	0	0	0	0	0
Subtract				1	1					1	0	0	0	0	0	0	0
Change				206	-1	207	37	39	48	82	0	0	0	0	0	0	0
Revised	**860**	**Not Core or Frame**	**Coyote**	**207**	**0**	**207**	**37**	**39**	**48**	**83**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
NOTE:																	
	File Number:	PP05-102	Acreage:	0.58		Existing GP:	Coyote Valley Urban Reserve					Requested GP:	CVSP MHDR				
Base	860	Not Core or Frame	Coyote	1	1	0	0	0	0	1	0	0	0	0	0	0	0
Add				19	0	19	3	4	4	8	0	0	0	0	0	0	0
Subtract				1	1					1	0	0	0	0	0	0	0
Change				18	-1	19	3	4	4	7	0	0	0	0	0	0	0
Revised	**860**	**Not Core or Frame**	**Coyote**	**19**	**0**	**19**	**3**	**4**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
NOTE:																	
	File Number:	PP05-102	Acreage:	5.14		Existing GP:	North Coyote Urban Reserve					Requested GP:	CVSP MDR				
Base	863	Not Core or Frame	Coyote	5	4	1	1	1	1	2	0	0	0	0	0	0	0
Add				93	0	93	17	18	22	37	0						
Subtract				5	4	1	1	1	1	2	0	0	0	0	0	0	0
Change				88	-4	92	16	17	21	35	0	0	0	0	0	0	0
Revised	**863**	**Not Core or Frame**	**Coyote**	**93**	**0**	**93**	**17**	**18**	**22**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
NOTE:																	

CVSP LAND USE DATA 2006 - TRANPLAN TO CUBE

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP
	File Number:	PP05-102	Acreage:	8.11		Existing GP:	North Coyote Urban Reserve					Requested GP:	CVSP MHDR				
Base	863	Not Core or Frame	Coyote	5	4	1	1	1	1	2	0	0	0	0	0	0	0
Add				272	0	272	49	51	63	109	0						
Subtract				5	4	1	1	1	1	2	0	0	0	0	0	0	0
Change				267	-4	271	48	50	62	107	0	0	0	0	0	0	0
Revised	**863**	**Not Core or Frame**	**Coyote**	**272**	**0**	**272**	**49**	**51**	**63**	**109**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
NOTE:																	
	File Number:	PP05-102	Acreage:	1.37		Existing GP:	North Coyote Urban Reserve					Requested GP:	CVSP MU3				
Base	863	Not Core or Frame	Coyote	5	4	1	1	1	1	2	0	0	0	0	0	0	0
Add				0							0						
Subtract				0							0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Revised	**863**	**Not Core or Frame**	**Coyote**	**5**	**4**	**1**	**1**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
NOTE:																	
	File Number:	PP05-102	Acreage:	0		Existing GP:	North Coyote Urban Reserve					Requested GP:					
Base	863	Not Core or Frame	Coyote	5	4	1	1	1	1	2	0	0	0	0	0	0	0
Add				66	0	66	12	12	15	26	17	0	0	0	13	2	2
Subtract				5	4	1	1	1	1	2	0	0	0	0	0	0	0
Change				61	-4	65	11	11	14	24	17	0	0	0	13	2	2
Revised	**863**	**Not Core or Frame**	**Coyote**	**66**	**0**	**66**	**12**	**12**	**15**	**26**	**17**	**0**	**0**	**0**	**13**	**2**	**2**
NOTE:																	
	File Number:	PP05-102	Acreage:	1		Existing GP:	North Coyote Urban Reserve					Requested GP:	CVSP NC				
Base	863	Not Core or Frame	Coyote	5	4	1	1	1	1	2	0	0	0	0	0	0	0
Add				0							12	0	0	0	10	1	1
Subtract				0							0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	12	0	0	0	10	1	1
Revised	**863**	**Not Core or Frame**	**Coyote**	**5**	**4**	**1**	**1**	**1**	**1**	**2**	**12**	**0**	**0**	**0**	**10**	**1**	**1**
NOTE:																	
	File Number:	PP05-102	Acreage:	6.28		Existing GP:	North Coyote Urban Reserve					Requested GP:	CVSP CI				
Base	863	Not Core or Frame	Coyote	5	4	1	1	1	1	2	0	0	0	0	0	0	0
Add				0							384	4	115	19	4	219	23
Subtract				0							0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	384	4	115	19	4	219	23
Revised	**863**	**Not Core or Frame**	**Coyote**	**5**	**4**	**1**	**1**	**1**	**1**	**2**	**384**	**4**	**115**	**19**	**4**	**219**	**23**
NOTE:																	
	File Number:	PP05-102	Acreage:	1.02		Existing GP:	North Coyote Urban Reserve					Requested GP:	CVSP IP				
Base	863	Not Core or Frame	Coyote	5	4	1	1	1	1	2	0	0	0	0	0	0	0
Add				0							234	2	94	19	2	94	23
Subtract				0							0	0	0	0	0	0	0
Change				0	0	0	0	0	0	0	234	2	94	19	2	94	23
Revised	**863**	**Not Core or Frame**	**Coyote**	**5**	**4**	**1**	**1**	**1**	**1**	**2**	**234**	**2**	**94**	**19**	**2**	**94**	**23**
NOTE:																	

SPRING/SUMMER 2006 EEHVS GPA LAND USE DATA FOR CUBE

Scenario V - Developer's Proposal

	TAZ	AREA_TYPE	PLAN_AREA	TOTHH	SFHH	MFHH	HH1	HH2	HH3	HH4	TEMP	AGEMP	MANEMP	WHOEMP	RETEMP	SEREMP	OTHEMP	TACRES	RESACRE	CIACRE
Spring/Summer 06		GP05-08-01B	Acreage:	86.00		Existing GP:		Private Recreation				Requested GP: MDR (8 - 16 DU/AC)								
Base	834	Not Core or Fra	Alum Rock	273	273	0	46	55	79	93	81	8	0	7	14	43	9	135	39	4
Add				619	310	310	103	121	182	214	0	0	0	0	0	0	0			
Subtract				0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Change				619	310	310	103	121	182	214	0	0	0	0	0	0	0			
Revised	**834**	Not Core or Fra	**Alum Rock**	**892**	**583**	**310**	**149**	**176**	**261**	**307**	**81**	**8**	**0**	**7**	**14**	**43**	**9**	**135**	**39**	**4**

Notes: Pleasant Hills (PDC05-051)

Spring/Summer 06		GP05-08-01B	Acreage:	28.00		Existing GP:		Private Recreation				Requested GP: MDR (8 - 16 DU/AC)								
Base	939	Not Core or Fra	Alum Rock	432	431	1	73	86	125	148	103	4	0	2	4	71	22	129	62	5
Add				206	103	103	34	40	60	71	0	0	0	0	0	0	0			
Subtract				0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Change				206	103	103	34	40	60	71	0	0	0	0	0	0	0			
Revised	**939**	Not Core or Fra	**Alum Rock**	**638**	**534**	**104**	**107**	**126**	**185**	**219**	**103**	**4**	**0**	**2**	**4**	**71**	**22**	**129**	**62**	**5**

Notes: Pleasant Hills (PDC05-051)

Spring/Summer 06		GP05-08-01C	Acreage:	93.00		Existing GP:		Campus Industrial				Requested GP: MDR (8 - 16 DU/AC)								
Base	806	Not Core or Fra	Evergreen	831	777	54	50	83	199	499	2037	19	585	97	29	1183	124	242	113	102
Add				593	297	297	33	60	144	355	0	0	0	0	0	0	0			
Subtract				0	0	0	0	0	0	0	2037	19	585	97	29	1183	124			
Change				593	297	297	33	60	144	355	-2037	-19	-585	-97	-29	-1183	-124			
Revised	**806**	Not Core or Fra	**Evergreen**	**1424**	**1074**	**351**	**83**	**143**	**343**	**854**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**242**	**113**	**102**

Notes: Campus Industrial - Berg (PDC05-048). Use 35 employees/acre.

[redacted]

Spring/Summer 06		GP05-08-01C,	Acreage:	227.00		Existing GP:		Campus Industrial				Requested GP: MDR (8 - 16 DU/AC)								
Base	807	Not Core or Fra	Evergreen	1	1	0	0	0	0	1	8266	79	2794	391	79	4455	468	381	0	415
Add				1357	679	679	75	138	330	813	0	0	0	0	0	0	0			
Subtract				0	0	0	0	0	0	0	7151	72	2145	358	72	4076	429			
Change				1357	679	679	75	138	330	813	-7151	-72	-2145	-358	-72	-4076	-429			
Revised	**807**	Not Core or Fra	**Evergreen**	**1358**	**680**	**679**	**75**	**138**	**330**	**814**	**1115**	**7**	**649**	**33**	**7**	**379**	**39**	**381**	**0**	**415**

Notes: Campus Industrial - Berg, IDS, Legacy (PDC05-048, -049, -052). Use 35 employees/acre.

Spring/Summer 06		GP05-08-01F	Acreage:	27.00		Existing GP:		Public/Quasi-Public				Requested GP: Mixed-use w/ No Underlying LU Designation								
Base	1076	Not Core or Fra	Evergreen	2053	1843	210	123	205	493	1232	1192	3	10	17	76	1037	49	764	272	61
Add				500	125	375	28	51	122	300	232	1	0	0	101	84	47			
Subtract				0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Change				500	125	375	28	51	122	300	232	1	0	0	101	84	47			
Revised	**1076**	Not Core or Fra	**Evergreen**	**2553**	**1968**	**585**	**151**	**256**	**615**	**1532**	**1424**	**4**	**10**	**17**	**177**	**1121**	**96**	**764**	**272**	**61**

Notes: Evergreen Valley College (PDC05-053). The proposed GP change would allow up to 275 residential units and up to 95,000sf office and 100,000sf commercial.

Spring/Summer 06		GP05-08-01A	Acreage:	81.00		Existing GP:	MLDR (8 DU/AC), Industrial Park, Office, Public/Quasi-					Requested GP:	Mixed-use w/ No Underlying LU Designation							
Base	547	Not Core or Fra	Evergreen	396	393	3	24	40	95	237	1490	7	300	81	30	795	277	158	56	75
Add				1875	0	1875	104	191	456	1124	252	3	0	0	199	25	25			
Subtract				217	217	0	12	22	53	130	981	5	180	36	10	536	215			
Change				1658	-217	1875	92	169	403	994	-729	-2	-180	-36	189	-511	-190			
Revised	**547**	Not Core or Fra	**Evergreen**	**2054**	**176**	**1878**	**116**	**209**	**498**	**1231**	**761**	**5**	**120**	**45**	**219**	**284**	**87**	**158**	**56**	**75**

Notes: Arcadia (PDC05-050). Losing ~20ac of IP and ~10ac of Office, gaining some commercial/office. IP in this area subject to ALUC safety zone 25 persons/acre maximum rule.

4933 -9685

General Plan Amendments
Winter 2008 Cumulative
AM REGIONAL VMT & VHT COMPARISON

	Base		Project		GROWTH			
COUNTY	VMT	VHT	VMT	VHT	VMT	%	VHT	%
San Francisco County	716,117	50,845	722,957	51,729	6,840	0.955%	884	1.739%
San Mateo County	1,763,729	97,715	1,773,114	96,862	9,386	0.532%	-853	-0.873%
Santa Clara County	**3,820,189**	**194,132**	**4,126,941**	**232,509**	**306,752**	**8.030%**	**38,378**	**19.769%**
Alameda County	3,479,906	300,406	3,520,383	297,301	40,478	1.163%	-3,106	-1.034%
Conta Costa County	2,098,011	150,028	2,112,426	150,766	14,415	0.687%	738	0.492%
Salano County	1,109,340	68,456	1,113,529	68,312	4,189	0.378%	-145	-0.211%
Napa County	265,874	11,453	266,603	11,354	729	0.274%	-99	-0.863%
Sonoma County	922,756	50,769	925,221	51,148	2,466	0.267%	378	0.745%
Marin County	650,337	41,094	650,700	40,361	363	0.056%	-733	-1.784%
AMBAG Region	1,127,188	34,373	1,140,028	35,117	12,840	1.139%	744	2.164%
SJCOG Region	1,054,287	63,815	1,039,363	61,621	-14,924	-1.416%	-2,193	-3.437%

Significant impact = 0.2%

PM REGIONAL VMT & VHT COMPARISON

	Base		Project		GROWTH			
COUNTY	VMT	VHT	VMT	VHT	VMT	%	VHT	%
San Francisco County	805,083	84,361	813,725	85,451	8,642	1.073%	1,090	1.292%
San Mateo County	2,028,760	160,525	2,049,839	163,574	21,079	1.039%	3,049	1.899%
Santa Clara County	**4,428,966**	**323,784**	**4,762,712**	**392,261**	**333,746**	**7.536%**	**68,476**	**21.149%**
Alameda County	3,828,821	357,973	3,848,400	358,478	19,580	0.511%	505	0.141%
Conta Costa County	2,192,236	152,329	2,204,129	154,234	11,893	0.542%	1,905	1.250%
Salano County	1,151,575	54,790	1,151,252	54,070	-323	-0.028%	-721	-1.315%
Napa County	280,405	11,957	280,291	11,920	-115	-0.041%	-37	-0.306%
Sonoma County	989,454	55,645	993,979	56,765	4,525	0.457%	1,120	2.014%
Marin County	674,326	45,348	676,557	44,546	2,232	0.331%	-802	-1.768%
AMBAG Region	1,086,450	31,324	1,113,969	32,781	27,519	2.533%	1,457	4.651%
SJCOG Region	1,055,025	47,812	1,057,762	47,486	2,737	0.259%	-326	-0.683%

Significant impact = 0.2%

General Plan Amendment
Winter 2008 Cumulative
Total AM Peak Hour Cordon Analysis

Base

FROM \ TO	District 1	2	3	4	5	6	7	Total	Outbound Trip
1	4,029	419	255	4,068	6,415	2,829	152	18,167	
2	1,535	7,608	766	7,611	4,855	1,938	238	24,552	*16,943*
3	1,488	1,177	5,737	7,656	5,240	1,270	398	22,966	*17,229*
4	10,929	7,768	5,805	73,183	44,868	11,848	1,597	155,999	
5	10,000	2,767	2,454	29,236	113,283	25,098	4,226	187,063	
6	7,877	1,550	905	11,587	37,278	929,394	3,362	991,952	
7	525	378	407	2,328	4,886	2,751	66,827	78,102	
Total	36,384	21,667	16,330	135,668	216,824	975,128	76,800	1,478,801	
Inbound Trip	*32,355*								

Project

FROM \ TO	District 1	2	3	4	5	6	7	Total	Outbound Trip
1	4,113	398	249	4,147	6,527	2,937	155	18,525	
2	1,734	7,751	805	8,704	5,496	2,271	269	27,029	*19,278*
3	1,436	1,033	5,539	8,014	5,198	1,316	411	22,946	*17,407*
4	11,477	7,995	6,625	82,558	48,452	13,201	2,003	172,311	
5	9,805	2,469	2,397	30,174	112,110	25,605	4,300	186,861	
6	7,701	1,257	845	11,375	36,426	933,838	3,227	994,670	
7	494	312	388	2,437	4,680	2,723	67,148	78,181	
Total	36,759	21,216	16,847	147,409	218,888	981,891	77,513	1,500,524	
Inbound Trip	*32,646*								

Growth = 16,053
Growth Percentage = 4.470%

Evergreen	**Change in Outbound Volume**	2,335	
	Percent Change	**13.78%**	(Significant impact for EV = 0.05%)
South San Jose	**Change in Outbound Volume**	179	
	Percent Change	**1.04%**	(Significant impact for SSJ = 0.15%)
North San Jose	**Change in Inbound Volume**	291	
	Percent Change	**0.90%**	(Significant impact for NSJ = 0.15%)

Notes:

District 1	North San Jose
District 2	Evergreen
District 3	South San Jose
District 4	Remainder of City
District 5	Remainder of County
District 6	North Counties
District 7	South Counties

General Plan Amendment
Winter 2008 Cumulative
Total PM Peak Hour Cordon Analysis

Base

FROM District	TO 1	2	3	4	5	6	7	Total	Outbound Trip
1	6,270	1,555	1,438	12,090	12,447	8,534	594	42,928	36,657
2	611	9,630	1,245	8,891	3,311	1,854	449	25,993	
3	382	981	7,385	7,423	3,187	1,135	525	21,018	
4	5,859	9,174	8,949	91,790	37,018	13,259	2,873	168,921	
5	8,437	4,988	5,335	48,905	143,398	41,489	6,265	258,816	
6	3,553	2,020	1,333	12,741	30,007	1,092,904	3,651	1,146,210	
7	84	166	289	1,085	2,938	2,426	59,798	66,785	
Total	25,196	28,513	25,974	182,925	232,306	1,161,601	74,155	1,730,670	
Inbound Trip		*18,883*	*18,589*						

Project

FROM District	TO 1	2	3	4	5	6	7	Total	Outbound Trip
1	6,355	1,727	1,389	12,617	12,255	8,363	567	43,274	36,919
2	593	9,690	1,117	9,184	3,069	1,586	390	25,629	
3	374	1,004	7,182	8,311	3,128	1,080	510	21,588	
4	5,969	10,231	9,417	102,915	38,403	13,186	3,078	183,198	
5	8,532	5,531	5,299	52,345	142,064	40,764	6,067	260,603	
6	3,645	2,294	1,369	13,985	30,354	1,096,967	3,596	1,152,210	
7	85	193	298	1,381	2,995	2,324	60,085	67,361	
Total	25,554	30,669	26,071	200,738	232,269	1,164,269	74,293	1,753,863	
Inbound Trip		*20,979*	*18,890*						

Growth = 18,003
Growth Percentage = 4.085%

Evergreen	**Change in Outbound Volume**	2,096	
	Percent Change	**11.10%**	(Significant impact for EV = 0.05%)
South San Jose	**Change in Outbound Volume**	301	
	Percent Change	**1.62%**	(Significant impact for SSJ = 0.15%)
North San Jose	**Change in Inbound Volume**	262	
	Percent Change	**0.71%**	(Significant impact for NSJ = 0.15%)

Notes:

District 1	North San Jose
District 2	Evergreen
District 3	South San Jose
District 4	Remainder of City
District 5	Remainder of County
District 6	North Counties
District 7	South Counties

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
in AM Peak Direction

Link # GP05-03-05 N/W
S/o SR-17 & I-880

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	6073	5465	CA-87	1814	1900	0.95	1948	1900	1.03	Yes	133
2	5614	8116	CA-87	4851	3800	1.28	5031	3800	1.32	Yes	181
3	8564	6645	N First	1755	1800	0.97	1723	1800	0.96	Yes	-32
4	4145	6646	N Fourth	1663	1800	0.92	1781	1800	0.99	Yes	118
5	8545	6644	N 10th	1650	1800	0.92	1657	1800	0.92	Yes	6
6	8544	8542	Oakland	2102	2700	0.78	2080	2700	0.77	No	-22

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	13835	13800	1.003	14220	13800	1.030	6	384
All E/F Links	11733	11100	1.057	12139	11100	1.094	5	406
Average Link Cap		2300						
Average E/F Link Cap		2220						
5% Average Link Cap		115.00						
2.5% Average E/F Link Cap		55.00						

	All Links	E/F Links
Change in V/C	0.028	0.037
Change in Volume	384	406
Significant Impact		0.005 in V/C & 55 in Vol

Link # GP05-03-05 N/W
N/o SR-17 & I-880

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	10282	4791	Coleman	3099	2700	1.15	3202	2700	1.19	Yes	103
2	6560	6561	Airport	285	1800	0.16	251	1800	0.14	No	-34
3	6558	6557	Airport	909	1800	0.51	911	1800	0.51	No	1
4	8773	6578	N First	1831	1800	1.02	1955	1800	1.09	Yes	124
5	6643	6579	N Fourth	2098	1800	1.17	2161	1800	1.20	Yes	64
6	5483	5498	US-101	1889	1900	0.99	2004	1900	1.05	Yes	115
7	5491	6574	US-101	8038	5700	1.41	8326	5700	1.46	Yes	288

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	18150	17500	1.037	18810	17500	1.075	7	660
All E/F Links	16955	13900	1.220	17648	13900	1.270	5	693
Average Link Cap		2500						
Average E/F Link Cap		2780						
5% Average Link Cap		125.00						
2.5% Average E/F Link Cap		69.00						

	All Links	E/F Links
Change in V/C	0.038	0.050
Change in Volume	660	693
Significant Impact		0.005 in V/C & 69 in Vol

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
in AM Peak Direction

Link # GP05-03-05 NB
S/o US-101

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	8757	8767	N First	1771	1800	0.98	1864	1800	1.04	Yes	93
2	6830	530063	Skyport	1515	1800	0.84	1663	1800	0.92	Yes	148
3	6568	530062	N Fourth	1972	1800	1.10	2016	1800	1.12	Yes	44
4	8562	8539	I-880	5991	5700	1.05	5963	5700	1.05	Yes	-28
5	10261	10260	I-880	972	1900	0.51	1090	1900	0.57	No	117
6	6644	9215	N 10th	1626	1800	0.90	1671	1800	0.93	Yes	45
7	6707	4137	Hedding	1344	1800	0.75	1694	1800	0.94	Yes	350

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	15192	16600	0.915	15960	16600	0.961	7	768
All E/F Links	14220	14700	0.967	14871	14700	1.012	6	651
Average Link Cap		2371						
Average E/F Link Cap		2450						
5% Average Link Cap		118.00						
2.5% Average E/F Link Cap		61.00						

	All Links	E/F Links
Change in V/C	0.046	0.044
Change in Volume	768	651
Significant Impact		0.005 in V/C & 61 in Vol

Link # GP05-03-05 WB
E/o I-880 & 10th/11th

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	8550	8552	Taylor	873	900	0.97	962	900	1.07	Yes	89
2	4157	4142	Mission	430	600	0.72	560	600	0.93	Yes	130
3	8544	8554	Hedding	1833	1800	1.02	1822	1800	1.01	Yes	-11
4	11178	11186	US-101	2183	1900	1.15	2039	1900	1.07	Yes	-145
5	9218	9216	US-101	7179	5700	1.26	7584	5700	1.33	Yes	406
6	11247	11248	US-101	2381	1900	1.25	2651	1900	1.40	Yes	270

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	14879	12800	1.162	15618	12800	1.220	6	739
All E/F Links	14879	12800	1.162	15618	12800	1.220	6	739
Average Link Cap		2133						
Average E/F Link Cap		2133						
5% Average Link Cap		106.00						
2.5% Average E/F Link Cap		53.00						

	All Links	E/F Links
Change in V/C	0.058	0.058
Change in Volume	739	739
Significant Impact		0.005 in V/C & 53 in Vol

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
in PM Peak Direction

Link # GP05-03-05 S/E
S/o SR-17 & I-880

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	8117	5771	CA-87	5323	3800	1.40	5719	3800	1.50	Yes	396
2	5466	6090	CA-87	1271	1900	0.67	1363	1900	0.72	No	92
3	6645	8564	N First	1777	1800	0.99	1831	1800	1.02	Yes	53
4	6646	4145	N Fourth	1960	1800	1.09	1872	1800	1.04	Yes	-87
5	6644	8545	N 10th	1720	1800	0.96	1744	1800	0.97	Yes	24
6	8542	8544	Oakland	2337	2700	0.87	2482	2700	0.92	Yes	145

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	14388	13800	1.043	15011	13800	1.088	6	623
All E/F Links	13117	11900	1.102	13648	11900	1.147	5	531
Average Link Cap		2300						
Average E/F Link Cap		2380						
5% Average Link Cap		115.00						
2.5% Average E/F Link Cap		59.00						

	All Links	E/F Links
Change in V/C	0.045	0.045
Change in Volume	623	531
Significant Impact		0.005 in V/C & 59 in Vol

Link # GP05-03-05 S/E
N/o SR-17 & I-880

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	4791	10282	Coleman	2630	2700	0.97	2690	2700	1.00	Yes	60
2	6561	6560	Airport	741	1800	0.41	773	1800	0.43	No	31
3	6557	6558	Airport	1986	1800	1.10	1999	1800	1.11	Yes	13
4	6578	8773	N First	1733	1800	0.96	1728	1800	0.96	Yes	-4
5	6579	6643	N Fourth	2557	1800	1.42	2593	1800	1.44	Yes	37
6	5478	8770	US-101	8066	5700	1.42	8321	5700	1.46	Yes	256
7	5473	5482	US-101	2145	1900	1.13	2177	1900	1.15	Yes	33

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	19857	17500	1.135	20282	17500	1.159	7	425
All E/F Links	19116	15700	1.218	19510	15700	1.243	6	394
Average Link Cap		2500						
Average E/F Link Cap		2617						
5% Average Link Cap		125.00						
2.5% Average E/F Link Cap		65.00						

	All Links	E/F Links
Change in V/C	0.024	0.025
Change in Volume	425	394
Significant Impact		0.005 in V/C & 65 in Vol

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
in PM Peak Direction

Link # GP05-03-05 SB
S/o US-101

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	8767	8757	N First	1812	1800	1.01	1892	1800	1.05	Yes	80
2	530063	6830	Skyport	1155	1800	0.64	1273	1800	0.71	No	118
3	530062	6568	N Fourth	2207	1800	1.23	2186	1800	1.21	Yes	-21
4	8771	8772	I-880	7238	5700	1.27	7453	5700	1.31	Yes	214
5	9215	6644	N 10th	1848	1800	1.03	1896	1800	1.05	Yes	48
6	4137	6707	Hedding	1559	1800	0.87	1581	1800	0.88	No	22

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	15820	14700	1.076	16280	14700	1.108	6	461
All E/F Links	13106	11100	1.181	13427	11100	1.210	4	321
Average Link Cap		2450						
Average E/F Link Cap		2775						
5% Average Link Cap		122.00						
2.5% Average E/F Link Cap		69.00						

	All Links	E/F Links
Change in V/C	0.031	0.029
Change in Volume	461	321
Significant Impact		0.005 in V/C & 69 in Vol

Link # GP05-03-05 EB
E/o I-880 & 10th/11th

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	8552	8550	Taylor	890	900	0.99	941	900	1.05	Yes	51
2	4142	4157	Mission	527	600	0.88	508	600	0.85	No	-19
3	8554	8544	Hedding	1899	1800	1.05	1868	1800	1.04	Yes	-31
4	11249	11251	US-101	2291	1900	1.21	2497	1900	1.31	Yes	207
5	8540	8541	US-101	7154	5700	1.26	7518	5700	1.32	Yes	364
6	11183	11179	US-101	2233	1900	1.18	2347	1900	1.24	Yes	114

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	14993	12800	1.171	15679	12800	1.225	6	686
All E/F Links	14466	12200	1.186	15171	12200	1.244	5	705
Average Link Cap		2133						
Average E/F Link Cap		2440						
5% Average Link Cap		106.00						
2.5% Average E/F Link Cap		61.00						

	All Links	E/F Links
Change in V/C	0.054	0.058
Change in Volume	686	705
Significant Impact		0.005 in V/C & 61 in Vol

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
in AM Peak Direction

Link # GP05-03-07 WB
E/o US-101

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	8533	8002	I-280	7000	7600	0.92	7211	7600	0.95	Yes	210
2	9061	9551	F2F 680 to 101	3802	5250	0.72	4173	5250	0.79	No	371
3	6442	4179	San Antonio	410	600	0.68	560	600	0.93	Yes	149
4	4745	6585	Alum Rock	1832	1800	1.02	1846	1800	1.03	Yes	14
5	8504	6582	McKee	2800	2700	1.04	2858	2700	1.06	Yes	58
6	4744	7254	Mabury	1912	1800	1.06	1997	1800	1.11	Yes	85
7	50700	7872	Berryessa	2724	2700	1.01	2868	2700	1.06	Yes	144
8	6207	6206	Murphy	2802	2700	1.04	2980	2700	1.10	Yes	177

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	23284	25150	0.926	24492	25150	0.974	8	1208
All E/F Links	19482	19900	0.979	20319	19900	1.021	7	837
Average Link Cap		3144						
Average E/F Link Cap		2843						
5% Average Link Cap		157.00						
2.5% Average E/F Link Cap		71.00						

	All Links	E/F Links
Change in V/C	0.048	0.042
Change in Volume	1208	837
Significant Impact		0.005 in V/C & 71 in Vol

Link # GP05-03-07 NB
S/o Jackson

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	11168	50713	US-101	1843	1900	0.97	2021	1900	1.06	Yes	178
2	8507	50712	US-101	6605	5700	1.16	6691	5700	1.17	Yes	86
3	11280	53003	US-101	2189	1900	1.15	2174	1900	1.14	Yes	-15
4	4750	9221	King	1563	1800	0.87	1676	1800	0.93	Yes	113
5	6593	4302	Jackson	771	1800	0.43	1085	1800	0.60	No	314
6	8745	9253	I-680	7941	7600	1.04	8251	7600	1.09	Yes	310

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	20911	20700	1.010	21897	20700	1.058	6	986
All E/F Links	20140	18900	1.066	20812	18900	1.101	5	672
Average Link Cap		3450						
Average E/F Link Cap		3780						
5% Average Link Cap		172.00						
2.5% Average E/F Link Cap		94.00						

	All Links	E/F Links
Change in V/C	0.048	0.036
Change in Volume	986	672
Significant Impact		0.005 in V/C & 94 in Vol

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
in AM Peak Direction

Link # GP05-03-07 WB
E/o King/Lundy/Milpitas

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	10723	9226	Hostetter	2338	2700	0.87	2440	2700	0.90	No	103
2	4303	4761	Sierra	355	600	0.30	492	600	0.82	No	137
3	8917	9223	Berryessa	2303	2700	0.85	2302	2700	0.85	No	0
4	4284	9221	Mabury	1014	1800	0.56	1017	1800	0.56	No	2
5	8780	8730	McKee	2555	2700	0.95	2514	2700	0.93	Yes	-40
6	6441	8740	Alum Rock	1387	1800	0.77	1465	1800	0.81	No	79
7	4748	8739	San Antonio	251	600	0.42	286	600	0.48	No	36
8	10250	10251	I-680	3253	3800	0.86	3398	3800	0.89	No	145
9	9544	8750	I-680	6657	7600	0.88	6863	7600	0.90	No	206

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	20111	24300	0.828	20778	24300	0.855	9	667
All E/F Links	2555	2700	0.946	2514	2700	0.931	1	-40
Average Link Cap		2700						
Average E/F Link Cap		2700						
5% Average Link Cap		135.00						
2.5% Average E/F Link Cap		67.00						

	All Links	E/F Links
Change in V/C	0.027	-0.015
Change in Volume	667	-40
Significant Impact		0.005 in V/C & 67 in Vol

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
in PM Peak Direction

Link # GP05-03-07 EB
E/o US-101

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	9547	4862	F2F 101 to 680	4358	5250	0.83	4735	5250	0.90	No	377
2	9552	8532	I-680	7700	7600	1.01	8003	7600	1.05	Yes	303
3	4179	6442	San Antonio	603	600	1.01	603	600	1.01	Yes	0
4	6585	4745	Alum Rock	1820	1800	1.01	1878	1800	1.04	Yes	58
5	6582	8504	McKee	2767	2700	1.02	2954	2700	1.09	Yes	188
6	7254	4744	Mabury	1978	1800	1.10	1986	1800	1.10	Yes	8
7	7872	50700	Berryessa	3050	2700	1.13	3161	2700	1.17	Yes	110
8	6206	6207	Murphy	2863	2700	1.06	2899	2700	1.07	Yes	37

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	25140	25150	1.000	26220	25150	1.043	8	1080
All E/F Links	20782	19900	1.044	21485	19900	1.080	7	703
Average Link Cap		3144						
Average E/F Link Cap		2843						
5% Average Link Cap		157.00						
2.5% Average E/F Link Cap		71.00						

	All Links	E/F Links
Change in V/C	0.043	0.035
Change in Volume	1080	703
Significant Impact		0.005 in V/C & 71 in Vol

Link # GP05-03-07 NB
S/o Jackson

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	53002	11278	US-101	2130	1900	1.12	2246	1900	1.18	Yes	116
2	50715	8512	US-101	6847	5700	1.20	7203	5700	1.26	Yes	356
3	50714	11169	US-101	2181	1900	1.15	2366	1900	1.25	Yes	185
4	9221	4750	King	1751	1800	0.97	1796	1800	1.00	Yes	45
5	4302	6593	Jackson	1468	1800	0.82	1617	1800	0.90	No	149
6	9254	8746	I-680	9340	7600	1.23	9730	7600	1.28	Yes	390

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	23718	20700	1.146	24958	20700	1.206	6	1240
All E/F Links	22250	18900	1.177	23341	18900	1.235	5	1091
Average Link Cap		3450						
Average E/F Link Cap		3780						
5% Average Link Cap		172.00						
2.5% Average E/F Link Cap		94.00						

	All Links	E/F Links
Change in V/C	0.060	0.058
Change in Volume	1240	1091
Significant Impact		0.005 in V/C & 94 in Vol

General Plan Amendment
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Link # GP05-03-07 EB
E/o King/Lundy/Milpitas

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	9226	10723	Hostetter	2398	2700	0.89	2474	2700	0.92	Yes	76
2	4761	4303	Sierra	843	600	0.70	534	600	0.89	No	-309
3	9223	8917	Berryessa	2533	2700	0.94	2596	2700	0.96	Yes	64
4	9221	4284	Mabury	1183	1800	0.66	1334	1800	0.74	No	150
5	8730	8780	McKee	2539	2700	0.94	2643	2700	0.98	Yes	104
6	8740	6441	Alum Rock	1256	1800	0.70	1384	1800	0.77	No	128
7	8739	4748	San Antonio	346	600	0.58	405	600	0.67	No	59
8	8749	8714	I-680	7812	7600	1.03	8089	7600	1.06	Yes	277
9	9846	11629	I-680	1999	1900	1.05	2072	1900	1.09	Yes	73

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	20910	22400	0.933	21532	22400	0.961	9	622
All E/F Links	17282	17600	0.982	17875	17600	1.016	5	594
Average Link Cap		2489						
Average E/F Link Cap		3520						
5% Average Link Cap		124.00						
2.5% Average E/F Link Cap		88.00						

	All Links	E/F Links
Change in V/C	0.028	0.034
Change in Volume	622	594
Significant Impact		0.005 in V/C & 88 in Vol

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Aggregated Screenline Analysis
in AM Peak Direction

Link # GP06-02-04 NB
N/o Cochrane

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	7770	5234	US-101	6488	5850	1.11	6475	5850	1.11	Yes	-12
2	10778	10769	US-101	1336	1900	0.70	1463	1900	0.77	No	127
3	7421	7428	Madrone	647	800	0.81	570	800	0.71	No	-77
4	7746	7425	Monterey	1861	1900	0.98	1857	1900	0.98	Yes	-4
5	9014	11931	Hale	420	800	0.53	444	800	0.56	No	24

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	10752	11250	0.956	10810	11250	0.961	5	58
All E/F Links	8348	7750	1.077	8332	7750	1.075	2	-16
Average Link Cap		2250						
Average E/F Link Cap		3875						
5% Average Link Cap		112.00						
2.5% Average E/F Link Cap		96.00						

	All Links	E/F Links
Change in V/C	0.005	-0.002
Change in Volume	58	-16
Significant Impact		0.005 in V/C & 96 in Vol

Link # GP06-02-04 SB
N/o Cochrane

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	10770	10771	US-101	584	1900	0.31	752	1900	0.40	No	168
2	5233	7737	US-101	5247	5850	0.90	5252	5850	0.90	No	5
3	7428	7421	Madrone	217	800	0.27	245	800	0.31	No	29
4	7425	7746	Monterey	392	1900	0.21	1242	1900	0.65	No	850
5	11931	9014	Hale	115	800	0.14	153	800	0.19	No	38

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	6554	11250	0.583	7644	11250	0.679	5	1089
All E/F Links	0	0	0.000	0	0	0.000	0	0
Average Link Cap		2250						
Average E/F Link Cap		0						
5% Average Link Cap		112.00						
2.5% Average E/F Link Cap		0.00						

	All Links	E/F Links
Change in V/C	0.097	0.000
Change in Volume	1089	0
Significant Impact		0.005 in V/C & 0 in Vol

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Link # GP06-02-04 NB
S/o San Martin

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	7178	7705	US-101	5882	5850	1.01	5711	5850	0.98	Yes	-171
2	11462	11459	US-101	1088	1900	0.57	1107	1900	0.58	No	19
3	10324	10143	Llagas	60	800	0.08	59	800	0.07	No	-1
4	4123	4126	Monterey	642	1900	0.34	555	1900	0.29	No	-87
5	10316	8914	Santa Teresa	75	800	0.09	57	800	0.07	No	-18

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	7747	11250	0.689	7489	11250	0.666	5	-258
All E/F Links	5882	5850	1.005	5711	5850	0.976	1	-171
Average Link Cap		2250						
Average E/F Link Cap		5850						
5% Average Link Cap		112.00						
2.5% Average E/F Link Cap		146.00						

	All Links	E/F Links
Change in V/C	-0.023	-0.029
Change in Volume	-258	-171
Significant Impact		0.005 in V/C & 146 in Vol

Link # GP06-02-04 SB
S/o San Martin

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	11451	11461	US-101	516	1900	0.27	606	1900	0.32	No	91
2	7708	7173	US-101	3999	5850	0.68	4383	5850	0.75	No	383
3	10143	10324	Llagas	46	800	0.06	50	800	0.06	No	4
4	4126	4123	Monterey	15	1900	0.01	24	1900	0.01	No	9
5	8914	10316	Santa Teresa	25	800	0.03	28	800	0.03	No	3

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	4602	11250	0.409	5091	11250	0.453	5	489
All E/F Links	0	0	0.000	0	0	0.000	0	0
Average Link Cap		2250						
Average E/F Link Cap		0						
5% Average Link Cap		112.00						
2.5% Average E/F Link Cap		0.00						

	All Links	E/F Links
Change in V/C	0.044	0.000
Change in Volume	489	0
Significant Impact		0.005 in V/C & 0 in Vol

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Link # GP06-02-04 NB
N/o Leavesley

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	7673	7179	US-101	5581	5850	0.95	5420	5850	0.93	Yes	-161
2	11480	11464	US-101	1020	1900	0.54	1033	1900	0.54	No	14
3	10508	7687	Monterey	280	1800	0.16	230	1800	0.13	No	-50
4	10510	10511	Church	153	600	0.25	157	600	0.26	No	4
5	9774	10511	Wren	153	600	0.25	122	600	0.20	No	-31
6	10477	7612	Santa Teresa	625	600	1.04	620	600	1.03	Yes	-6

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	7811	11350	0.688	7581	11350	0.668	6	-230
All E/F Links	6206	6450	0.962	6039	6450	0.936	2	-167
Average Link Cap		1892						
Average E/F Link Cap		3225						
5% Average Link Cap		94.00						
2.5% Average E/F Link Cap		80.00						

	All Links	E/F Links
Change in V/C	-0.020	-0.026
Change in Volume	-230	-167
Significant Impact		0.005 in V/C & 80 in Vol

Link # GP06-02-04 SB
N/o Leavesley

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	11463	11479	US-101	520	1900	0.27	607	1900	0.32	No	87
2	7184	7674	US-101	3935	5850	0.67	4290	5850	0.73	No	355
3	7687	10508	Monterey	217	1800	0.12	240	1800	0.13	No	23
4	10511	10510	Church	463	600	0.77	471	600	0.79	No	9
5	10511	9774	Wren	45	600	0.07	46	600	0.08	No	1
6	10477	10514	Santa Teresa	613	600	1.02	612	600	1.02	Yes	-1

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	5792	11350	0.510	6266	11350	0.552	6	473
All E/F Links	613	600	1.021	612	600	1.020	1	-1
Average Link Cap		1892						
Average E/F Link Cap		600						
5% Average Link Cap		94.00						
2.5% Average E/F Link Cap		15.00						

	All Links	E/F Links
Change in V/C	0.042	-0.001
Change in Volume	473	-1
Significant Impact		0.005 in V/C & 0 in Vol

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Link # GP06-02-04 NB
S/O I-280

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	10560	4853	Lincoln	1670	1800	0.93	1721	1800	0.96	Yes	50
2	8431	4190	Bird	2458	2700	0.91	2431	2700	0.90	Yes	-27
3	11658	10262	CA-87	2141	1900	1.13	2282	1900	1.20	Yes	141
4	11069	11040	CA-87	4293	3800	1.13	4604	3800	1.21	Yes	310
5	10390	10391	CA-87	1232	1400	0.88	1348	1400	0.96	Yes	116
6	11494	4188	Vine	463	650	0.77	606	650	1.01	Yes	143
7	4187	6692	Almaden	424	650	0.71	615	650	1.03	Yes	191
8	7592	6689	S First	2737	2700	1.01	2843	2700	1.05	Yes	106
9	11498	6688	S Second	281	600	0.47	555	600	0.93	Yes	274
10	7004	6686	S Third	597	650	1.00	624	650	1.04	Yes	27
11	8234	8480	S Seventh	602	650	1.00	643	650	1.07	Yes	40
12	6988	8001	S 11th	1192	1300	0.99	1242	1300	1.03	Yes	49
13	7968	7993	McLaughlin	1596	1800	0.89	1742	1800	0.97	Yes	147
14	11146	11148	US-101	1465	1900	0.78	1697	1900	0.89	No	212
15	4868	8528	US-101	5121	5700	0.90	5440	5700	0.95	Yes	319
16	8506	5528	US-101	1422	1400	1.02	1417	1400	1.01	Yes	-5

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	27715	29600	0.936	29809	29600	1.007	16	2093
All E/F Links	26230	27700	0.947	28112	27700	1.015	15	1881
Average Link Cap		1850						
Average E/F Link Cap		1847						
5% Average Link Cap		92.00						
2.5% Average E/F Link Cap		46.00						

	All Links	E/F Links
Change in V/C	0.071	0.068
Change in Volume	2093	1881
Significant Impact		0.005 in V/C & 46 in Vol

Link # GP06-02-04 SB
S/O I-280

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	4853	10560	Lincoln	423	1800	0.23	392	1800	0.22	No	-30
2	4190	8431	Bird	638	2700	0.24	721	2700	0.27	No	84
3	11087	11071	CA-87	1891	2800	0.68	1902	2800	0.68	No	11
4	11041	11070	CA-87	2884	3800	0.76	2872	3800	0.76	No	-12
5	10007	10266	CA-87	641	1900	0.34	634	1900	0.33	No	-7
6	4188	11494	Vine	42	650	0.07	73	650	0.12	No	31
7	6692	4187	Almaden	142	650	0.24	210	650	0.35	No	68
8	6689	7592	S First	403	2700	0.15	427	2700	0.16	No	25
9	6688	11498	S Second	0	600	0.00	0	600	0.00	No	0
10	6686	7004	S Third	271	650	0.45	315	650	0.53	No	44
11	8480	8234	S Seventh	226	650	0.38	242	650	0.40	No	16
12	8481	10624	S 10th	943	1300	0.79	915	1300	0.76	No	-27
13	7993	7968	McLaughlin	615	1800	0.34	589	1800	0.33	No	-27
14	9550	10138	F2F 280 to 101	4382	5250	0.83	4496	5250	0.86	No	113
15	8527	7997	US-101	597	1400	0.43	646	1400	0.46	No	49
16	5381	4507	US-101	4013	5700	0.70	3900	5700	0.68	No	-113
17	11149	11147	US-101	654	1900	0.34	685	1900	0.36	No	30

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	18765	36250	0.518	19019	36250	0.525	17	254
All E/F Links	0	0	0.000	0	0	0.000	0	0
Average Link Cap		2132						
Average E/F Link Cap		0						
5% Average Link Cap		106.00						
2.5% Average E/F Link Cap		0.00						

	All Links	E/F Links
Change in V/C	0.007	0.000
Change in Volume	254	0
Significant Impact		0.005 in V/C & 0 in Vol

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in AM Peak Direction

Link # GP06-02-04 NB
N/O SR-17 & I-880

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	9923	10300	The Alameda	2004	1800	1.11	2157	1800	1.20	Yes	152
2	10282	4791	Coleman	3099	2700	1.15	3202	2700	1.19	Yes	103
3	6560	6561	Airport	285	1800	0.16	251	1800	0.14	No	-34
4	6558	6557	Airport	909	1800	0.51	911	1800	0.51	No	1
5	6073	5465	CA-87	1814	1900	0.95	1948	1900	1.03	Yes	133
6	5614	8116	CA-87	4851	3800	1.28	5031	3800	1.32	Yes	181
7	8773	6578	N First	1831	1800	1.02	1955	1800	1.09	Yes	124
8	6643	6579	N Fourth	2098	1800	1.17	2161	1800	1.20	Yes	64
9	5483	5498	US-101	1889	1900	0.99	2004	1900	1.05	Yes	115
10	5491	6574	US-101	8038	5700	1.41	8326	5700	1.46	Yes	288

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	26819	25000	1.073	27946	25000	1.118	10	1126
All E/F Links	25625	21400	1.197	26784	21400	1.252	8	1159
Average Link Cap		2500						
Average E/F Link Cap		2675						
5% Average Link Cap		125.00						
2.5% Average E/F Link Cap		66.00						

	All Links	E/F Links
Change in V/C	0.045	0.054
Change in Volume	1126	1159
Significant Impact		0.005 in V/C & 66 in Vol

Link # GP06-02-04 SB
N/O SR-17 & I-880

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	10300	9923	The Alameda	1511	1800	0.84	1480	1800	0.82	No	-31
2	5037	5060	SB onramp	65	4200	0.02	65	4200	0.02	No	0
3	4791	10282	Coleman	475	2700	0.18	432	2700	0.16	No	-43
4	6561	6560	Airport	915	1800	0.51	915	1800	0.51	No	1
5	6557	6558	Airport	892	1800	0.50	887	1800	0.49	No	-5
6	8117	5771	CA-87	2937	3800	0.77	2909	3800	0.77	No	-27
7	5466	6090	CA-87	453	1900	0.24	459	1900	0.24	No	6
8	6578	8773	N First	1409	1800	0.78	1437	1800	0.80	No	29
9	6579	6643	N Fourth	1250	1800	0.69	1242	1800	0.69	No	-8
10	5478	8770	US-101	4375	5700	0.77	4212	5700	0.74	No	-163
11	5473	5482	US-101	818	1900	0.43	812	1900	0.43	No	-7

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	15098	29200	0.517	14850	29200	0.509	11	-248
All E/F Links	0	0	0.000	0	0	0.000	0	0
Average Link Cap		2655						
Average E/F Link Cap		0						
5% Average Link Cap		132.00						
2.5% Average E/F Link Cap		0.00						

	All Links	E/F Links
Change in V/C	-0.008	0.000
Change in Volume	-248	0
Significant Impact		0.005 in V/C & 0 in Vol

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
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Link # GP06-02-04 NB
S/O Capitol Exp

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	6940	5857	Almaden Exp	3229	4050	0.80	3301	4050	0.81	No	71
2	7182	7854	Pearl	961	1800	0.53	971	1800	0.54	No	10
3	11144	11128	CA-87	1229	1900	0.65	1349	1900	0.71	No	120
4	11150	11045	CA-87	3696	3800	0.97	3888	3800	1.02	Yes	192
5	9770	7169	Naravez	303	600	0.51	265	600	0.44	No	-39
6	10541	7249	Bluefield	90	600	0.15	103	600	0.17	No	13
7	7204	4731	Vista Park	544	1800	0.30	1140	1800	0.63	No	595
8	7265	7262	Rosenbaum	333	600	0.55	464	600	0.77	No	132
9	7203	7953	Snell	2319	2700	0.86	2491	2700	0.92	Yes	172
10	7913	7809	Monterey Hwy	2415	2700	0.89	2670	2700	0.99	Yes	255
11	7395	7392	Seven Trees	525	600	0.88	582	600	0.97	Yes	56
12	7908	7914	Senter	1174	1800	0.65	1472	1800	0.82	No	298
13	7139	7926	McLaughlin	471	1800	0.26	494	1800	0.27	No	23
14	7238	10689	US-101	866	1900	0.46	1100	1900	0.58	No	234
15	7239	10688	US-101	4707	5700	0.83	4717	5700	0.83	No	10
16	7232	6599	US-101	2217	3800	0.58	2646	3800	0.70	No	429

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	25082	36150	0.694	27653	36150	0.765	16	2572
All E/F Links	8956	9600	0.914	9631	9600	0.983	4	675
Average Link Cap		2259						
Average E/F Link Cap		2450						
5% Average Link Cap		112.00						
2.5% Average E/F Link Cap		61.00						

	All Links	E/F Links
Change in V/C	0.071	0.069
Change in Volume	2572	675
Significant Impact		0.005 in V/C & 61 in Vol

Link # GP06-02-04 SB
S/O Capitol Exp

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	5856	6555	Almaden Exp	1460	4050	0.36	1787	4050	0.44	No	327
2	7854	7182	Pearl	506	1800	0.28	512	1800	0.28	No	6
3	11055	11042	CA-87	3276	3800	0.86	3252	3800	0.86	No	-25
4	11126	11129	CA-87	860	1900	0.45	871	1900	0.46	No	11
5	7169	9770	Naravez	206	600	0.34	199	600	0.33	No	-7
6	7249	10541	Bluefield	95	600	0.16	93	600	0.16	No	-1
7	4731	7204	Vista Park	381	1800	0.21	478	1800	0.27	No	97
8	7262	7265	Rosenbaum	136	600	0.23	131	600	0.22	No	-5
9	7953	7203	Snell	790	2700	0.29	1124	2700	0.42	No	334
10	7809	7913	Monterey Hwy	1217	2700	0.45	1596	2700	0.59	No	379
11	7392	7395	Seven Trees	434	600	0.72	420	600	0.70	No	-14
12	7914	7908	Senter	824	1800	0.46	772	1800	0.43	No	-52
13	7926	7139	McLaughlin	254	1800	0.14	327	1800	0.18	No	73
14	10147	7231	US-101	1878	3800	0.49	1615	3800	0.42	No	-264
15	7905	7240	US-101	5022	5700	0.88	4970	5700	0.87	No	-52
16	5543	7237	US-101	727	1900	0.38	823	1900	0.43	No	96

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	18067	36150	0.500	18971	36150	0.525	16	904
All E/F Links	0	0	0.000	0	0	0.000	0	0
Average Link Cap		2259						
Average E/F Link Cap		0						
5% Average Link Cap		112.00						
2.5% Average E/F Link Cap		0.00						

	All Links	E/F Links
Change in V/C	0.025	0.000
Change in Volume	904	0
Significant Impact		0.005 in V/C & 0 in Vol

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Link # GP06-02-04 WB
W/o US-101

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	10231	7429	Cochrane	1280	1900	0.67	1081	1900	0.57	No	-199
2	5394	4114	E. Main	140	800	0.17	181	800	0.23	No	41
3	7732	5398	E. Dunne	1726	1800	0.96	1705	1800	0.95	Yes	-21
4	7728	11900	Tennant	731	1800	0.41	817	1800	0.45	No	86
5	11966	11915	E. Middle	29	800	0.04	32	800	0.04	No	3
6	7707	10246	San Martin	272	800	0.34	298	800	0.37	No	26
7	10342	10141	Church	24	800	0.03	26	800	0.03	No	2
8	5320	10340	Masten	309	800	0.39	335	800	0.42	No	26
9	11893	6504	Buena Vista	31	600	0.05	31	600	0.05	No	0
10	7676	7463	Leavesley	1179	2700	0.44	1250	2700	0.46	No	71

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	5721	12800	0.447	5755	12800	0.450	10	34
All E/F Links	1726	1800	0.959	1705	1800	0.947	1	-21
Average Link Cap		1280						
Average E/F Link Cap		1800						
5% Average Link Cap		64.00						
2.5% Average E/F Link Cap		45.00						

	All Links	E/F Links
Change in V/C	0.003	-0.012
Change in Volume	34	-21
Significant Impact		0.005 in V/C & 45 in Vol

Link # GP06-02-04 EB
W/o US-101

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	7429	10231	Cochrane	383	1900	0.20	720	1900	0.38	No	336
2	4114	5394	E. Main	56	800	0.07	70	800	0.09	No	14
3	5398	7732	E. Dunne	1053	1800	0.59	1084	1800	0.60	No	31
4	11900	7728	Tennant	462	1800	0.26	657	1800	0.36	No	195
5	11915	11966	E. Middle	35	800	0.04	30	800	0.04	No	-5
6	10246	7707	San Martin	391	800	0.49	399	800	0.50	No	8
7	10141	10342	Church	25	800	0.03	22	800	0.03	No	-2
8	10340	5320	Masten	570	800	0.71	576	800	0.72	No	6
9	6504	11893	Buena Vista	63	600	0.10	62	600	0.10	No	-1
10	7463	7676	Leavesley	1875	2700	0.69	1944	2700	0.72	No	70

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	4912	12800	0.384	5564	12800	0.435	10	652
All E/F Links	0	0	0.000	0	0	0.000	0	0
Average Link Cap		1280						
Average E/F Link Cap		0						
5% Average Link Cap		64.00						
2.5% Average E/F Link Cap		0.00						

	All Links	E/F Links
Change in V/C	0.051	0.000
Change in Volume	652	0
Significant Impact		0.005 in V/C & 0 in Vol

General Plan Amendment
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Link # GP06-02-04 NB
S/o SR-85

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	8025	7006	Almaden	3977	4050	0.98	4033	4050	1.00	Yes	56
2	7084	7093	Winfield	610	1800	0.34	837	1800	0.47	No	227
3	7810	7094	Santa Teresa	2292	2700	0.85	2634	2700	0.98	Yes	342
4	4085	10946	Blossom Hill	2712	2700	1.00	2736	2700	1.01	Yes	25
5	4071	10470	Snell	665	1200	0.55	752	1200	0.63	No	87
6	9074	5230	Lean	54	600	0.09	113	600	0.19	No	59
7	7410	10990	Cottle	2214	2700	0.82	2295	2700	0.85	No	81
8	6923	6922	Via Del Oro	100	650	0.17	122	650	0.20	No	22
9	4703	11393	Great Oaks	1041	1800	0.58	1185	1800	0.66	No	144
10	4083	6951	Monterey Hwy	967	2700	0.36	1953	2700	0.72	No	986
11	4904	11024	Bernal	1691	2700	0.63	1955	2700	0.72	No	264
12	10753	10747	US-101	1430	1900	0.67	2291	1900	1.21	Yes	861
13	5215	11030	US-101	6201	5850	1.06	7767	5850	1.33	Yes	1566

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	23954	31350	0.764	28674	31350	0.915	13	4720
All E/F Links	16612	17200	0.966	19462	17200	1.132	5	2851
Average Link Cap		2412						
Average E/F Link Cap		3440						
5% Average Link Cap		120.00						
2.5% Average E/F Link Cap		86.00						

	All Links	E/F Links
Change in V/C	0.151	0.166
Change in Volume	4720	2851
Significant Impact		0.005 in V/C & 86 in Vol

Link # GP06-02-04 SB
S/o SR-85

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	7006	8025	Almaden	2619	4050	0.65	2860	4050	0.71	No	242
2	7093	7084	Winfield	258	1800	0.14	291	1800	0.16	No	33
3	7094	7810	Santa Teresa	1080	2700	0.40	1192	2700	0.44	No	113
4	10943	4085	SB offramp	1929	2800	0.69	1815	2800	0.65	No	-113
5	10948	4085	Blossom Hill	962	2700	0.36	1059	2700	0.39	No	97
6	10470	4071	Snell	336	1200	0.28	498	1200	0.41	No	162
7	5230	9074	Lean	62	600	0.10	77	600	0.13	No	15
8	10990	7410	Cottle	1591	2700	0.59	1763	2700	0.65	No	173
9	6922	6923	Via Del Oro	111	650	0.18	144	650	0.24	No	33
10	11393	4703	Great Oaks	635	1800	0.35	1081	1800	0.60	No	446
11	6951	4083	Monterey Hwy	556	2700	0.21	1281	2700	0.47	No	726
12	11024	4904	Bernal	1893	2700	0.70	2658	2700	0.98	Yes	764
13	11031	5216	US-101	6268	5850	1.07	6376	5850	1.09	Yes	108
14	10745	10760	US-101	919	1900	0.48	1249	1900	0.66	No	330

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	19218	34150	0.563	22345	34150	0.654	14	3127
All E/F Links	8161	8550	0.955	9034	8550	1.057	2	873
Average Link Cap		2439						
Average E/F Link Cap		4275						
5% Average Link Cap		121.00						
2.5% Average E/F Link Cap		106.00						

	All Links	E/F Links
Change in V/C	0.092	0.102
Change in Volume	3127	873
Significant Impact		0.005 in V/C & 106 in Vol

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
in PM Peak Direction

Link # GP06-02-04 SB
N/o Cochrane

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	10770	10771	US-101	1492	1900	0.79	1565	1900	0.82	No	73
2	5233	7737	US-101	7033	5850	1.20	7055	5850	1.21	Yes	22
3	7428	7421	Madrone	778	800	0.97	780	800	0.98	Yes	3
4	7425	7746	Monterey	1925	1900	1.01	1947	1900	1.02	Yes	22
5	11931	9014	Hale	580	800	0.73	550	800	0.69	No	-30

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	11808	11250	1.050	11898	11250	1.058	5	90
All E/F Links	9735	8550	1.139	9783	8550	1.144	3	47
Average Link Cap		2250						
Average E/F Link Cap		2850						
5% Average Link Cap		112.00						
2.5% Average E/F Link Cap		71.00						

	All Links	E/F Links
Change in V/C	0.008	0.006
Change in Volume	90	47
Significant Impact		0.005 in V/C & 71 in Vol

Link # GP06-02-04 NB
N/o Cochrane

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	7770	5234	US-101	4946	5850	0.85	4965	5850	0.85	No	20
2	10778	10769	US-101	491	1900	0.26	569	1900	0.30	No	78
3	7421	7428	Madrone	376	800	0.47	446	800	0.56	No	71
4	7746	7425	Monterey	711	1900	0.37	1509	1900	0.79	No	798
5	9014	11931	Hale	148	800	0.19	228	800	0.28	No	80

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	6671	11250	0.593	7718	11250	0.686	5	1046
All E/F Links	0	0	0.000	0	0	0.000	0	0
Average Link Cap		2250						
Average E/F Link Cap		0						
5% Average Link Cap		112.00						
2.5% Average E/F Link Cap		0.00						

	All Links	E/F Links
Change in V/C	0.093	0.000
Change in Volume	1046	0
Significant Impact		0.005 in V/C & 0 in Vol

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
in PM Peak Direction

Link # GP06-02-04 SB
S/o San Martin

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	11451	11461	US-101	1298	1900	0.68	1247	1900	0.66	No	-51
2	7708	7173	US-101	6107	5850	1.04	6046	5850	1.03	Yes	-62
3	10143	10324	Llagas	66	800	0.08	66	800	0.08	No	0
4	4126	4123	Monterey	1008	1900	0.53	845	1900	0.44	No	-164
5	8914	10316	Santa Teresa	219	800	0.27	154	800	0.19	No	-65

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	8699	11250	0.773	8358	11250	0.743	5	-341
All E/F Links	6107	5850	1.044	6046	5850	1.033	1	-62
Average Link Cap		2250						
Average E/F Link Cap		5850						
5% Average Link Cap		112.00						
2.5% Average E/F Link Cap		146.00						

	All Links	E/F Links
Change in V/C	-0.030	-0.011
Change in Volume	-341	-62
Significant Impact		0.005 in V/C & 146 in Vol

Link # GP06-02-04 NB
S/o San Martin

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	7178	7705	US-101	3833	5850	0.66	4067	5850	0.70	No	234
2	11462	11459	US-101	173	1900	0.09	310	1900	0.16	No	137
3	10324	10143	Llagas	58	800	0.07	62	800	0.08	No	4
4	4123	4126	Monterey	30	1900	0.02	30	1900	0.02	No	0
5	10316	8914	Santa Teresa	34	800	0.04	35	800	0.04	No	0

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	4128	11250	0.367	4503	11250	0.400	5	375
All E/F Links	0	0	0.000	0	0	0.000	0	0
Average Link Cap		2250						
Average E/F Link Cap		0						
5% Average Link Cap		112.00						
2.5% Average E/F Link Cap		0.00						

	All Links	E/F Links
Change in V/C	0.033	0.000
Change in Volume	375	0
Significant Impact		0.005 in V/C & 0 in Vol

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Link # GP06-02-04 SB
N/o Leavesley

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	11463	11479	US-101	1204	1900	0.63	1147	1900	0.60	No	-57
2	7184	7674	US-101	5922	5850	1.01	5737	5850	0.98	Yes	-185
3	7687	10508	Monterey	467	1800	0.26	389	1800	0.22	No	-78
4	10511	10510	Church	233	600	0.39	283	600	0.47	No	50
5	10511	9774	Wren	298	600	0.50	264	600	0.44	No	-34
6	10477	10514	Santa Teresa	454	600	0.76	444	600	0.74	No	-10

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	8578	11350	0.756	8264	11350	0.728	6	-314
All E/F Links	5922	5850	1.012	5737	5850	0.981	1	-185
Average Link Cap		1892						
Average E/F Link Cap		5850						
5% Average Link Cap		94.00						
2.5% Average E/F Link Cap		146.00						

	All Links	E/F Links
Change in V/C	-0.028	-0.032
Change in Volume	-314	-185
Significant Impact		0.005 in V/C & 146 in Vol

Link # GP06-02-04 NB
N/o Leavesley

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	7673	7179	US-101	3704	5850	0.63	3911	5850	0.67	No	207
2	11480	11464	US-101	163	1900	0.09	297	1900	0.16	No	134
3	10508	7687	Monterey	199	1800	0.11	205	1800	0.11	No	6
4	10510	10511	Church	469	600	0.78	464	600	0.77	No	-5
5	9774	10511	Wren	62	600	0.10	63	600	0.11	No	1
6	10477	7612	Santa Teresa	177	600	0.30	186	600	0.31	No	9

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	4774	11350	0.421	5126	11350	0.452	6	352
All E/F Links	0	0	0.000	0	0	0.000	0	0
Average Link Cap		1892						
Average E/F Link Cap		0						
5% Average Link Cap		94.00						
2.5% Average E/F Link Cap		0.00						

	All Links	E/F Links
Change in V/C	0.031	0.000
Change in Volume	352	0
Significant Impact		0.005 in V/C & 0 in Vol

General Plan Amendment
Winter 2008 Cumulative
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in PM Peak Direction

Link # GP06-02-04 SB
S/O I-280

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	4853	10560	Lincoln	1788	1800	0.99	1789	1800	0.99	Yes	1
2	4190	8431	Bird	1710	2700	0.63	1950	2700	0.72	No	239
3	11087	11071	CA-87	2370	2800	0.85	2601	2800	0.93	Yes	231
4	11041	11070	CA-87	4136	3800	1.09	4435	3800	1.17	Yes	300
5	10007	10266	CA-87	1877	1900	0.99	2071	1900	1.09	Yes	193
6	4188	11494	Vine	636	650	1.06	635	650	1.06	Yes	-1
7	6692	4187	Almaden	515	650	0.86	656	650	1.09	Yes	141
8	6689	7592	S First	2779	2700	1.03	2877	2700	1.07	Yes	98
9	6688	11498	S Second	366	600	0.61	484	600	0.81	No	118
10	6686	7004	S Third	622	650	1.04	610	650	1.02	Yes	-12
11	8480	8234	S Seventh	620	650	1.03	796	650	1.33	Yes	176
12	8481	10624	S 10th	1254	1300	1.05	1256	1300	1.05	Yes	1
13	7993	7968	McLaughlin	1677	1800	0.93	1829	1800	1.02	Yes	152
14	9550	10138	F2F 280 to 101	5063	5250	0.96	5527	5250	1.05	Yes	464
15	8527	7997	US-101	1362	1400	0.97	1445	1400	1.03	Yes	83
16	5381	4507	US-101	5425	5700	0.95	5579	5700	0.98	Yes	154
17	11149	11147	US-101	1257	1900	0.66	1434	1900	0.75	No	177

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	33456	36250	0.923	35971	36250	0.992	17	2515
All E/F Links	30123	31050	0.970	32104	31050	1.034	14	1981
Average Link Cap		2132						
Average E/F Link Cap		2218						
5% Average Link Cap		106.00						
2.5% Average E/F Link Cap		55.00						

	All Links	E/F Links
Change in V/C	0.069	0.064
Change in Volume	2515	1981
Significant Impact		0.005 in V/C & 55 in Vol

Link # GP06-02-04 NB
S/O I-280

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	10560	4853	Lincoln	923	1800	0.51	979	1800	0.54	No	56
2	8431	4190	Bird	993	2700	0.37	1210	2700	0.45	No	218
3	11658	10262	CA-87	702	1900	0.37	698	1900	0.37	No	-4
4	11069	11040	CA-87	3797	3800	1.00	3814	3800	1.00	Yes	16
5	10390	10391	CA-87	839	1400	0.60	978	1400	0.70	No	139
6	11494	4188	Vine	50	650	0.08	47	650	0.08	No	-3
7	4187	6692	Almaden	99	650	0.16	290	650	0.48	No	191
8	7592	6689	S First	1935	2700	0.72	2142	2700	0.79	No	207
9	11498	6688	S Second	0	600	0.00	0	600	0.00	No	0
10	7004	6686	S Third	335	650	0.56	383	650	0.64	No	48
11	8234	8480	S Seventh	331	650	0.55	452	650	0.75	No	122
12	6988	8001	S 11th	718	1300	0.60	832	1300	0.69	No	113
13	7968	7993	McLaughlin	1091	1800	0.61	1154	1800	0.64	No	62
14	11146	11148	US-101	630	1900	0.33	621	1900	0.33	No	-9
15	4668	8528	US-101	3991	5700	0.70	3831	5700	0.67	No	-160
16	8506	5528	US-101	946	1400	0.68	946	1400	0.68	No	0

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	17380	29600	0.587	18376	29600	0.621	16	996
All E/F Links	3797	3800	0.999	3814	3800	1.004	1	16
Average Link Cap		1850						
Average E/F Link Cap		3800						
5% Average Link Cap		92.00						
2.5% Average E/F Link Cap		95.00						

	All Links	E/F Links
Change in V/C	0.034	0.004
Change in Volume	996	16
Significant Impact		0.005 in V/C & 95 in Vol

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
in PM Peak Direction

Link # GP06-02-04 SB
N/O SR-17 & I-880

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	10300	9923	The Alameda	2044	1800	1.14	2155	1800	1.20	Yes	111
2	5037	5060	SB onramp	1083	4200	0.26	1140	4200	0.27	No	56
3	4791	10282	Coleman	2630	2700	0.97	2690	2700	1.00	Yes	60
4	6561	6560	Airport	741	1800	0.41	773	1800	0.43	No	31
5	6557	6558	Airport	1986	1800	1.10	1999	1800	1.11	Yes	13
6	8117	5771	CA-87	5323	3800	1.40	5719	3800	1.50	Yes	396
7	5466	6090	CA-87	1271	1900	0.67	1363	1900	0.72	No	92
8	6578	8773	N First	1733	1800	0.96	1728	1800	0.96	Yes	-4
9	6579	6643	N Fourth	2557	1800	1.42	2593	1800	1.44	Yes	37
10	5478	8770	US-101	8066	5700	1.42	8321	5700	1.46	Yes	256
11	5473	5482	US-101	2145	1900	1.13	2177	1900	1.15	Yes	33

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	29578	29200	1.013	30660	29200	1.050	11	1081
All E/F Links	26483	21300	1.243	27384	21300	1.286	8	901
Average Link Cap		2655						
Average E/F Link Cap		2663						
5% Average Link Cap		132.00						
2.5% Average E/F Link Cap		66.00						

	All Links	E/F Links
Change in V/C	0.037	0.042
Change in Volume	1081	901
Significant Impact		0.005 in V/C & 66 in Vol

Link # GP06-02-04 NB
N/O SR-17 & I-880

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	9923	10300	The Alameda	1845	1800	1.03	1860	1800	1.03	Yes	15
2	10282	4791	Coleman	2448	2700	0.91	2482	2700	0.92	Yes	34
3	6560	6561	Airport	1062	1800	0.59	1048	1800	0.58	No	-14
4	6558	6557	Airport	727	1800	0.40	754	1800	0.42	No	26
5	6073	5465	CA-87	413	1900	0.22	405	1900	0.21	No	-8
6	5614	8116	CA-87	2739	3800	0.72	2777	3800	0.73	No	38
7	8773	6578	N First	1411	1800	0.78	1431	1800	0.79	No	20
8	6643	6579	N Fourth	1608	1800	0.89	1654	1800	0.92	Yes	46
9	5483	5498	US-101	574	1900	0.30	616	1900	0.32	No	42
10	5491	6574	US-101	5270	5700	0.92	5038	5700	0.88	Yes	-233

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	18098	25000	0.724	18063	25000	0.723	10	-34
All E/F Links	11171	12000	0.931	11034	12000	0.919	4	-138
Average Link Cap		2500						
Average E/F Link Cap		3000						
5% Average Link Cap		125.00						
2.5% Average E/F Link Cap		75.00						

	All Links	E/F Links
Change in V/C	-0.001	-0.011
Change in Volume	-34	-138
Significant Impact		0.005 in V/C & 75 in Vol

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
in PM Peak Direction

Link # GP06-02-04 SB
S/O Capitol Exp

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	5856	6555	Almaden Exp	3466	4050	0.86	3405	4050	0.84	No	-61
2	7854	7182	Pearl	1186	1800	0.66	1432	1800	0.80	No	245
3	11055	11042	CA-87	3396	3800	0.89	3570	3800	0.94	Yes	175
4	11126	11129	CA-87	844	1900	0.44	907	1900	0.48	No	64
5	7169	9770	Naravez	334	600	0.56	372	600	0.62	No	38
6	7249	10541	Bluefield	152	600	0.25	217	600	0.36	No	65
7	4731	7204	Vista Park	1115	1800	0.62	1629	1800	0.91	Yes	514
8	7262	7265	Rosenbaum	400	600	0.67	547	600	0.91	Yes	147
9	7953	7203	Snell	2456	2700	0.91	2542	2700	0.94	Yes	86
10	7809	7913	Monterey Hwy	2542	2700	0.94	2641	2700	0.98	Yes	98
11	7392	7395	Seven Trees	598	600	1.00	601	600	1.00	Yes	3
12	7914	7908	Senter	1585	1800	0.88	1711	1800	0.95	Yes	126
13	7926	7139	McLaughlin	732	1800	0.41	1086	1800	0.60	No	354
14	10147	7231	US-101	2113	3800	0.56	2145	3800	0.56	No	32
15	7905	7240	US-101	5260	5700	0.92	5476	5700	0.96	Yes	216
16	5543	7237	US-101	1020	1900	0.54	1241	1900	0.65	No	221

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	27199	36150	0.752	29522	36150	0.817	16	2323
All E/F Links	17352	19700	0.881	18717	19700	0.950	8	1365
Average Link Cap		2259						
Average E/F Link Cap		2463						
5% Average Link Cap		112.00						
2.5% Average E/F Link Cap		61.00						

	All Links	E/F Links
Change in V/C	0.064	0.069
Change in Volume	2323	1365
Significant Impact		0.005 in V/C & 61 in Vol

Link # GP06-02-04 NB
S/O Capitol Exp

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	6940	5857	Almaden Exp	2503	4050	0.62	2726	4050	0.67	No	223
2	7182	7854	Pearl	622	1800	0.35	661	1800	0.37	No	39
3	11144	11128	CA-87	622	1900	0.33	601	1900	0.32	No	-21
4	11150	11045	CA-87	3551	3800	0.93	3628	3800	0.95	Yes	76
5	9770	7169	Naravez	251	600	0.42	258	600	0.43	No	7
6	10541	7249	Bluefield	118	600	0.20	122	600	0.20	No	4
7	7204	4731	Vista Park	341	1800	0.19	438	1800	0.24	No	97
8	7265	7262	Rosenbaum	186	600	0.31	212	600	0.35	No	27
9	7203	7953	Snell	1616	2700	0.60	1954	2700	0.72	No	338
10	7913	7809	Monterey Hwy	1451	2700	0.54	1798	2700	0.67	No	347
11	7395	7392	Seven Trees	477	600	0.80	474	600	0.79	No	-3
12	7908	7914	Senter	1009	1800	0.56	1004	1800	0.56	No	-5
13	7139	7926	McLaughlin	358	1800	0.20	376	1800	0.21	No	19
14	7238	10689	US-101	625	1900	0.33	715	1900	0.38	No	90
15	7239	10688	US-101	4809	5700	0.84	5042	5700	0.88	No	232
16	7232	6599	US-101	1997	3800	0.53	2078	3800	0.55	No	81

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	20536	36150	0.568	22086	36150	0.611	16	1550
All E/F Links	3551	3800	0.935	3628	3800	0.955	1	76
Average Link Cap		2259						
Average E/F Link Cap		3800						
5% Average Link Cap		112.00						
2.5% Average E/F Link Cap		95.00						

	All Links	E/F Links
Change in V/C	0.043	0.020
Change in Volume	1550	76
Significant Impact		0.005 in V/C & 95 in Vol

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
in PM Peak Direction

Link # GP06-02-04 EB
W/o US-101

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	7429	10231	Cochrane	1367	1900	0.72	1294	1900	0.68	No	-73
2	4114	5394	E. Main	280	800	0.35	250	800	0.31	No	-30
3	5398	7732	E. Dunne	1852	1800	1.03	1837	1800	1.02	Yes	-15
4	11900	7728	Tennant	944	1800	0.52	1040	1800	0.58	No	96
5	11915	11966	E. Middle	58	800	0.07	61	800	0.08	No	3
6	10246	7707	San Martin	273	800	0.34	287	800	0.36	No	14
7	10141	10342	Church	30	800	0.04	29	800	0.04	No	-1
8	10340	5320	Masten	599	800	0.75	465	800	0.58	No	-134
9	6504	11893	Buena Vista	129	600	0.22	144	600	0.24	No	15
10	7463	7676	Leavesley	1518	2700	0.56	1613	2700	0.60	No	95

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	7048	12800	0.551	7019	12800	0.548	10	-29
All E/F Links	1852	1800	1.029	1837	1800	1.020	1	-15
Average Link Cap		1280						
Average E/F Link Cap		1800						
5% Average Link Cap		64.00						
2.5% Average E/F Link Cap		45.00						

	All Links	E/F Links
Change in V/C	-0.002	-0.008
Change in Volume	-29	-15
Significant Impact		0.005 in V/C & 45 in Vol

Link # GP06-02-04 WB
W/o US-101

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	10231	7429	Cochrane	1107	1900	0.58	1444	1900	0.76	No	337
2	5394	4114	E. Main	111	800	0.14	118	800	0.15	No	7
3	7732	5398	E. Dunne	1232	1800	0.68	1312	1800	0.73	No	80
4	7728	11900	Tennant	472	1800	0.26	630	1800	0.35	No	159
5	11966	11915	E. Middle	49	800	0.06	47	800	0.06	No	-2
6	7707	10246	San Martin	355	800	0.44	374	800	0.47	No	20
7	10342	10141	Church	33	800	0.04	30	800	0.04	No	-3
8	5320	10340	Masten	695	800	0.87	675	800	0.84	No	-20
9	11893	6504	Buena Vista	72	600	0.12	71	600	0.12	No	-1
10	7676	7463	Leavesley	1816	2700	0.67	1825	2700	0.68	No	9

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	5942	12800	0.464	6527	12800	0.510	10	585
All E/F Links	0	0	0.000	0	0	0.000	0	0
Average Link Cap		1280						
Average E/F Link Cap		0						
5% Average Link Cap		64.00						
2.5% Average E/F Link Cap		0.00						

	All Links	E/F Links
Change in V/C	0.046	0.000
Change in Volume	585	0
Significant Impact		0.005 in V/C & 0 in Vol

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
in PM Peak Direction

Link # GP06-02-04 SB
S/o SR-85

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	7006	8025	Almaden	4034	4050	1.00	4077	4050	1.01	Yes	42
2	7093	7084	Winfield	870	1800	0.48	1136	1800	0.63	No	266
3	7094	7810	Santa Teresa	1925	2700	0.71	2237	2700	0.83	No	312
4	10943	4085	SB offramp	2113	2800	0.75	1989	2800	0.71	No	-124
5	10948	4085	Blossom Hill	1113	2700	0.41	1115	2700	0.41	No	2
6	10470	4071	Snell	714	1200	0.59	848	1200	0.71	No	135
7	5230	9074	Lean	158	600	0.26	243	600	0.41	No	86
8	10990	7410	Cottle	2207	2700	0.82	2351	2700	0.87	No	144
9	6922	6923	Via Del Oro	110	650	0.18	119	650	0.20	No	9
10	11393	4703	Great Oaks	576	1800	0.32	963	1800	0.53	No	387
11	6951	4083	Monterey Hwy	1089	2700	0.40	2163	2700	0.80	No	1074
12	11024	4904	Bernal	2699	2700	1.00	2682	2700	0.99	Yes	-17
13	11031	5216	US-101	6816	5850	1.17	8550	5850	1.46	Yes	1734
14	10745	10760	US-101	1567	1900	0.82	2250	1900	1.18	Yes	683

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	25990	34150	0.761	30722	34150	0.900	14	4732
All E/F Links	15116	14500	1.042	17558	14500	1.211	4	2442
Average Link Cap		2439						
Average E/F Link Cap		3625						
5% Average Link Cap		121.00						
2.5% Average E/F Link Cap		90.00						

	All Links	E/F Links
Change in V/C	0.139	0.168
Change in Volume	4732	2442
Significant Impact		0.005 in V/C & 90 in Vol

Link # GP06-02-04 NB
S/o SR-85

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	8025	7006	Almaden	3223	4050	0.80	3368	4050	0.83	No	146
2	7084	7093	Winfield	408	1800	0.23	488	1800	0.27	No	80
3	7810	7094	Santa Teresa	1646	2700	0.61	1787	2700	0.66	No	141
4	4085	10946	Blossom Hill	2719	2700	1.01	2739	2700	1.01	Yes	20
5	4071	10470	Snell	552	1200	0.46	677	1200	0.56	No	125
6	9074	5230	Lean	98	600	0.16	119	600	0.20	No	21
7	7410	10990	Cottle	1646	2700	0.61	1790	2700	0.66	No	144
8	6923	6922	Via Del Oro	203	650	0.34	230	650	0.38	No	27
9	4703	11393	Great Oaks	1266	1800	0.70	1605	1800	0.89	No	338
10	4083	6951	Monterey Hwy	1196	2700	0.44	2006	2700	0.74	No	811
11	4904	11024	Bernal	1468	2700	0.54	2025	2700	0.75	No	557
12	10753	10747	US-101	724	1900	0.38	1156	1900	0.61	No	432
13	5215	11030	US-101	5616	5850	0.96	6650	5850	1.14	Yes	1034

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	20766	31350	0.662	24640	31350	0.786	13	3874
All E/F Links	8335	8550	0.975	9389	8550	1.098	2	1054
Average Link Cap		2412						
Average E/F Link Cap		4275						
5% Average Link Cap		120.00						
2.5% Average E/F Link Cap		106.00						

	All Links	E/F Links
Change in V/C	0.124	0.123
Change in Volume	3874	1054
Significant Impact		0.005 in V/C & 106 in Vol

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
in AM Peak Direction

Link # GP07-03-01 NB
S/o I-280

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	11658	10262	CA-87	2141	1900	1.13	2282	1900	1.20	Yes	141
2	11069	11040	CA-87	4293	3800	1.13	4604	3800	1.21	Yes	310
3	10390	10391	CA-87	1232	1400	0.88	1348	1400	0.96	Yes	116
4	11494	4188	Vine	463	650	0.77	606	650	1.01	Yes	143
5	4187	6692	Almaden	424	650	0.71	615	650	1.03	Yes	191
6	7592	6689	S First	2737	2700	1.01	2843	2700	1.05	Yes	106
7	11498	6688	S Second	281	600	0.47	555	600	0.93	Yes	274
8	7004	6686	S Third	597	650	1.00	624	650	1.04	Yes	27
9	8234	8480	S Seventh	602	650	1.00	643	650	1.07	Yes	40
10	6988	8001	S 11th	1192	1300	0.99	1242	1300	1.03	Yes	49
11	7968	7993	McLaughlin	1596	1800	0.89	1742	1800	0.97	Yes	147
12	11146	11148	US-101	1485	1900	0.78	1697	1900	0.89	No	212
13	4868	8528	US-101	5121	5700	0.90	5440	5700	0.95	Yes	319
14	8506	5528	US-101	1422	1400	1.02	1417	1400	1.01	Yes	-5

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	23587	25100	0.940	25657	25100	1.022	14	2070
All E/F Links	22102	23200	0.953	23960	23200	1.033	13	1858
Average Link Cap		1793						
Average E/F Link Cap		1785						
5% Average Link Cap		89.00						
2.5% Average E/F Link Cap		44.00						

	All Links	E/F Links
Change in V/C	0.082	0.080
Change in Volume	2070	1858
Significant Impact		0.005 in V/C & 44 in Vol

Link # GP07-03-01 WB
E/o I-880 & 10th/11th

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	7980	7979	Tully	1639	2700	0.61	2061	2700	0.76	No	422
2	7981	6062	Phelan	60	1800	0.03	73	1800	0.04	No	12
3	5307	5306	Alma	1	1200	0.00	14	1200	0.01	No	13
4	7969	8000	Story	2268	2700	0.84	2432	2700	0.90	No	164
5	10656	10655	I-280	8579	7600	1.13	9073	7600	1.19	Yes	494
6	7986	8489	I-280	2016	1900	1.06	2076	1900	1.09	Yes	59

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	14563	17900	0.814	15728	17900	0.879	6	1165
All E/F Links	10596	9500	1.115	11149	9500	1.174	2	553
Average Link Cap		2983						
Average E/F Link Cap		4750						
5% Average Link Cap		149.00						
2.5% Average E/F Link Cap		118.00						

	All Links	E/F Links
Change in V/C	0.065	0.058
Change in Volume	1165	553
Significant Impact		0.005 in V/C & 118 in Vol

General Plan Amendment
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in AM Peak Direction

Link # GP07-03-01 WB
E/o Monterey

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	6184	9834	I-280	2057	1900	1.08	2024	1900	1.07	Yes	-33
2	8058	8438	I-280	8486	7600	1.12	8751	7600	1.15	Yes	265
3	6688	6689	Virginia	286	650	0.48	375	650	0.62	No	89
4	11498	7972	Keyes	1629	1800	0.90	1485	1800	0.83	No	-143
5	5305	7973	Alma	76	1200	0.06	296	1200	0.25	No	220
6	7983	7977	Phelan	261	1800	0.14	626	1800	0.35	No	365
7	7978	7976	Tully	1402	2700	0.52	1555	2700	0.58	No	153

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	14195	17650	0.804	15111	17650	0.856	7	915
All E/F Links	10543	9500	1.110	10775	9500	1.134	2	232
Average Link Cap		2521						
Average E/F Link Cap		4750						
5% Average Link Cap		126.00						
2.5% Average E/F Link Cap		118.00						

	All Links	E/F Links
Change in V/C	0.052	0.024
Change in Volume	915	232
Significant Impact		0.005 in V/C & 118 in Vol

Link # GP07-03-01 NB
N/o Hamilton, S/o Minnesota/Alma

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	11106	11658	CA-87	1964	1900	1.03	2163	1900	1.14	Yes	198
2	11067	11069	CA-87	4947	3800	1.30	5185	3800	1.36	Yes	238
3	5815	5805	Almaden Exp	2195	2700	0.81	2291	2700	0.85	No	96
4	6869	7973	Monterey Hwy	2199	2700	0.81	2535	2700	0.94	Yes	336
5	6868	5305	S Seventh	184	1200	0.15	417	1200	0.35	No	233
6	6993	5306	S 10th	489	1800	0.27	508	1800	0.28	No	18
7	7981	5307	Senter	1501	2700	0.56	1514	2700	0.56	No	12
8	6116	7961	Lucretia	391	1200	0.33	496	1200	0.41	No	105
9	4234	7968	McLaughlin	1499	1800	0.83	1531	1800	0.85	No	32
10	5532	11146	US-101	1526	1900	0.80	1723	1900	0.91	Yes	197
11	8501	4868	US-101	5153	5700	0.90	5469	5700	0.96	Yes	316

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	22049	27400	0.805	23831	27400	0.870	11	1781
All E/F Links	15790	16000	0.987	17075	16000	1.067	5	1285
Average Link Cap		2491						
Average E/F Link Cap		3200						
5% Average Link Cap		124.00						
2.5% Average E/F Link Cap		80.00						

	All Links	E/F Links
Change in V/C	0.065	0.080
Change in Volume	1781	1285
Significant Impact		0.005 in V/C & 80 in Vol

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
in PM Peak Direction

Link # GP07-03-01 SB
S/o I-280

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	11087	11071	CA-87	2370	2800	0.85	2601	2800	0.93	Yes	231
2	11041	11070	CA-87	4136	3800	1.09	4435	3800	1.17	Yes	300
3	10007	10266	CA-87	1877	1900	0.99	2071	1900	1.09	Yes	193
4	4188	11494	Vine	636	650	1.06	635	650	1.06	Yes	-1
5	6692	4187	Almaden	515	650	0.86	656	650	1.09	Yes	141
6	6689	7592	S First	2779	2700	1.03	2877	2700	1.07	Yes	98
7	6688	11498	S Second	366	600	0.61	484	600	0.81	No	118
8	6686	7004	S Third	622	650	1.04	610	650	1.02	Yes	-12
9	8480	8234	S Seventh	620	650	1.03	796	650	1.33	Yes	176
10	8481	10624	S 10th	1254	1300	1.05	1256	1300	1.05	Yes	1
11	7993	7968	McLaughlin	1677	1800	0.93	1829	1800	1.02	Yes	152
12	9550	10138	F2F 280 to 101	5063	5250	0.96	5527	5250	1.05	Yes	464
13	8527	7997	US-101	1362	1400	0.97	1445	1400	1.03	Yes	83
14	5381	4507	US-101	5425	5700	0.95	5579	5700	0.98	Yes	154
15	11149	11147	US-101	1257	1900	0.66	1434	1900	0.75	No	177

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	29959	31750	0.944	32233	31750	1.015	15	2275
All E/F Links	28336	29250	0.969	30316	29250	1.036	13	1980
Average Link Cap		2117						
Average E/F Link Cap		2250						
5% Average Link Cap		105.00						
2.5% Average E/F Link Cap		56.00						

	All Links	E/F Links
Change in V/C	0.072	0.068
Change in Volume	2275	1980
Significant Impact		0.005 in V/C & 56 in Vol

Link # GP07-03-01 EB
E/o I-880 & 10th/11th

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	7979	7980	Tully	2028	2700	0.75	2236	2700	0.83	No	208
2	6062	7981	Phelan	231	1800	0.13	217	1800	0.12	No	-15
3	5306	5307	Alma	402	1200	0.34	518	1200	0.43	No	115
4	8000	7969	Story	2308	2700	0.85	2290	2700	0.85	No	-18
5	8469	9843	I-280	1703	1900	0.90	1654	1900	0.87	No	-50
6	7996	8490	I-280	9097	7600	1.20	9648	7600	1.27	Yes	551

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	15769	17900	0.881	16562	17900	0.925	6	792
All E/F Links	9097	7600	1.197	9648	7600	1.269	1	551
Average Link Cap		2983						
Average E/F Link Cap		7600						
5% Average Link Cap		149.00						
2.5% Average E/F Link Cap		190.00						

	All Links	E/F Links
Change in V/C	0.044	0.073
Change in Volume	792	551
Significant Impact		0.005 in V/C & 190 in Vol

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Winter 2008 Cumulative
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Link # GP07-03-01 EB
E/o Monterey

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	6699	8476	I-280	9155	7600	1.20	9757	7600	1.28	Yes	602
2	10653	9836	I-280	2246	3800	0.59	2165	3800	0.57	No	-80
3	6689	6688	Virginia	424	650	0.71	584	650	0.97	Yes	159
4	7972	11498	Keyes	1537	2700	0.57	1502	2700	0.56	No	-35
5	4728	11499	Humboldt	99	2700	0.04	144	2700	0.05	No	45
6	7973	5305	Alma	473	1200	0.39	763	1200	0.64	No	290
7	7977	7983	Phelan	617	1800	0.34	733	1800	0.41	No	117
8	7976	7978	Tully	1505	2700	0.56	1434	2700	0.53	No	-71

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	16056	23150	0.694	17082	23150	0.738	8	1027
All E/F Links	9579	8250	1.161	10341	8250	1.253	2	761
Average Link Cap		2894						
Average E/F Link Cap		4125						
5% Average Link Cap		144.00						
2.5% Average E/F Link Cap		103.00						

	All Links	E/F Links
Change in V/C	0.044	0.092
Change in Volume	1027	761
Significant Impact		0.005 in V/C & 103 in Vol

Link # GP07-03-01 SB
N/o Hamilton, S/o Minnesota/Alma

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	11070	11068	CA-87	5221	3800	1.37	5515	3800	1.45	Yes	294
2	10266	11000	CA-87	1838	1900	0.97	2030	1900	1.07	Yes	192
3	5804	5814	Almaden Exp	2193	2700	0.81	2415	2700	0.89	No	223
4	7973	6869	Monterey Hwy	2592	2700	0.96	2591	2700	0.96	Yes	-1
5	5305	6868	S Seventh	307	1200	0.26	478	1200	0.40	No	171
6	5306	6993	S 10th	755	1800	0.42	1090	1800	0.61	No	335
7	5307	7981	Senter	1556	2700	0.58	1693	2700	0.63	No	138
8	7961	6116	Lucretia	312	1200	0.26	335	1200	0.28	No	22
9	7968	4234	McLaughlin	1501	1800	0.83	1508	1800	0.84	No	7
10	10138	5678	US-101	4204	3800	1.11	4507	3800	1.19	Yes	303
11	4507	7869	US-101	6325	5700	1.11	6623	5700	1.16	Yes	298
12	11147	7991	US-101	1521	1900	0.80	1712	1900	0.90	No	191

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	28323	31200	0.908	30496	31200	0.977	12	2173
All E/F Links	20180	17900	1.127	21265	17900	1.188	5	1086
Average Link Cap		2600						
Average E/F Link Cap		3580						
5% Average Link Cap		130.00						
2.5% Average E/F Link Cap		89.00						

	All Links	E/F Links
Change in V/C	0.070	0.061
Change in Volume	2173	1086
Significant Impact		0.005 in V/C & 89 in Vol

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in AM Peak Direction

Link # GP07-02-01 N/W
S/O Capitol Exp

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	11144	11128	CA-87	1229	1900	0.65	1349	1900	0.71	No	120
2	11150	11045	CA-87	3696	3800	0.97	3888	3800	1.02	Yes	192
3	9770	7169	Naravez	303	600	0.51	265	600	0.44	No	-39
4	10541	7249	Bluefield	90	600	0.15	103	600	0.17	No	13
5	7204	4731	Vista Park	544	1800	0.30	1140	1800	0.63	No	595
6	7265	7262	Rosenbaum	333	600	0.55	464	600	0.77	No	132
7	7203	7953	Snell	2319	2700	0.86	2491	2700	0.92	Yes	172
8	7913	7809	Monterey Hwy	2415	2700	0.89	2670	2700	0.99	Yes	255
9	7395	7392	Seven Trees	525	600	0.88	582	600	0.97	Yes	56
10	7908	7914	Senter	1174	1800	0.65	1472	1800	0.82	No	298
11	7139	7926	McLaughlin	471	1800	0.26	494	1800	0.27	No	23
12	7238	10689	US-101	866	1900	0.46	1100	1900	0.58	No	234
13	7239	10688	US-101	4707	5700	0.83	4717	5700	0.83	No	10
14	7232	6599	US-101	2217	3800	0.58	2646	3800	0.70	No	429

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	20891	30300	0.689	23382	30300	0.772	14	2491
All E/F Links	8956	9800	0.914	9631	9800	0.983	4	675
Average Link Cap		2164						
Average E/F Link Cap		2450						
5% Average Link Cap		108.00						
2.5% Average E/F Link Cap		61.00						

	All Links	E/F Links
Change in V/C	0.082	0.069
Change in Volume	2491	675
Significant Impact		0.005 in V/C & 61 in Vol

Link # GP07-02-01 NB
S/O SR-85

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	4085	10946	Blossom Hill	2712	2700	1.00	2736	2700	1.01	Yes	25
2	4071	10470	Snell	665	1200	0.55	752	1200	0.63	No	87
3	9074	5230	Lean	54	600	0.09	113	600	0.19	No	59
4	7410	10990	Cottle	2214	2700	0.82	2295	2700	0.85	No	81
5	6923	6922	Via Del Oro	100	650	0.17	122	650	0.20	No	22
6	4703	11393	Great Oaks	1041	1800	0.58	1185	1800	0.66	No	144

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	6785	9650	0.703	7203	9650	0.746	6	418
All E/F Links	2712	2700	1.004	2736	2700	1.013	1	25
Average Link Cap		1608						
Average E/F Link Cap		2700						
5% Average Link Cap		80.00						
2.5% Average E/F Link Cap		67.00						

	All Links	E/F Links
Change in V/C	0.043	0.009
Change in Volume	418	25
Significant Impact		0.005 in V/C & 67 in Vol

General Plan Amendment
Winter 2008 Cumulative
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in AM Peak Direction

Link # GP07-02-01 WB
W/O US-101

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	7226	5311	Yerba Buena	295	1800	0.16	497	1800	0.28	No	202
2	7754	7222	Hellyer	212	600	0.35	270	600	0.45	No	59
3	7589	5562	Coyote	128	600	0.21	240	600	0.40	No	111
4	7186	10160	Blossom Hill	2195	2700	0.81	2661	2700	0.99	Yes	466
5	8156	10627	SR-85	1896	3800	0.50	2055	3800	0.54	No	159
6	10724	11391	SR-85	738	1900	0.39	1230	1900	0.65	No	492

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	5463	11400	0.479	6952	11400	0.610	6	1489
All E/F Links	2195	2700	0.813	2661	2700	0.985	1	466
Average Link Cap		1900						
Average E/F Link Cap		2700						
5% Average Link Cap		95.00						
2.5% Average E/F Link Cap		67.00						

	All Links	E/F Links
Change in V/C	0.131	0.173
Change in Volume	1489	466
Significant Impact		0.005 in V/C & 67 in Vol

Link # GP07-02-01 N/W
N/O SR-85, E/O SR-87

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	7067	5237	Branham	881	2700	0.33	1338	2700	0.50	No	457
2	10555	7823	Chynoweth	103	1800	0.06	102	1800	0.06	No	-1
3	7201	7119	Entrada Cedros	276	600	0.46	264	600	0.44	No	-12
4	7850	4691	Snell	975	2700	0.36	1327	2700	0.49	No	351
5	7403	7850	Blossom Hill	1541	2700	0.57	2076	2700	0.77	No	535
6	9074	5230	Lean	54	600	0.09	113	600	0.19	No	59
7	10987	4073	Cottle	1584	2700	0.59	1660	2700	0.61	No	76
8	6923	6922	Via Del Oro	100	650	0.17	122	650	0.20	No	22

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	5514	14450	0.382	7001	14450	0.484	8	1487
All E/F Links	0	0	0.000	0	0	0.000	0	0
Average Link Cap		1806						
Average E/F Link Cap		0						
5% Average Link Cap		90.00						
2.5% Average E/F Link Cap		0.00						

	All Links	E/F Links
Change in V/C	0.103	0.000
Change in Volume	1487	0
Significant Impact		0.005 in V/C & 0 in Vol

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in PM Peak Direction

Link # GP07-02-01 S/E
S/O Capitol Exp

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	11055	11042	CA-87	3396	3800	0.89	3570	3800	0.94	Yes	175
2	11126	11129	CA-87	844	1900	0.44	907	1900	0.48	No	64
3	7169	9770	Naravez	334	600	0.56	372	600	0.62	No	38
4	7249	10541	Bluefield	152	600	0.25	217	600	0.36	No	65
5	4731	7204	Vista Park	1115	1800	0.62	1629	1800	0.91	Yes	514
6	7262	7265	Rosenbaum	400	600	0.67	547	600	0.91	Yes	147
7	7953	7203	Snell	2456	2700	0.91	2542	2700	0.94	Yes	86
8	7809	7913	Monterey Hwy	2542	2700	0.94	2641	2700	0.98	Yes	98
9	7392	7395	Seven Trees	598	600	1.00	601	600	1.00	Yes	3
10	7914	7908	Senter	1585	1800	0.88	1711	1800	0.95	Yes	126
11	7926	7139	McLaughlin	732	1800	0.41	1086	1800	0.60	No	354
12	10147	7231	US-101	2113	3800	0.56	2145	3800	0.56	No	32
13	7905	7240	US-101	5260	5700	0.92	5476	5700	0.96	Yes	216
14	5543	7237	US-101	1020	1900	0.54	1241	1900	0.65	No	221

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	22547	30300	0.744	24685	30300	0.815	14	2139
All E/F Links	17352	19700	0.881	18717	19700	0.950	8	1365
Average Link Cap		2164						
Average E/F Link Cap		2463						
5% Average Link Cap		108.00						
2.5% Average E/F Link Cap		61.00						

	All Links	E/F Links
Change in V/C	0.071	0.069
Change in Volume	2139	1365
Significant Impact		0.005 in V/C & 61 in Vol

Link # GP07-02-01 SB
S/O SR-85

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	10948	4085	Blossom Hill	1113	2700	0.41	1115	2700	0.41	No	2
2	10470	4071	Snell	714	1200	0.59	848	1200	0.71	No	135
3	5230	9074	Lean	158	600	0.26	243	600	0.41	No	86
4	10990	7410	Cottle	2207	2700	0.82	2351	2700	0.87	No	144
5	6922	6923	Via Del Oro	110	650	0.18	119	650	0.20	No	9
6	11393	4703	Great Oaks	576	1800	0.32	963	1800	0.53	No	387

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	4877	9650	0.505	5640	9650	0.584	6	763
All E/F Links	0	0	0.000	0	0	0.000	0	0
Average Link Cap		1608						
Average E/F Link Cap		0						
5% Average Link Cap		80.00						
2.5% Average E/F Link Cap		0.00						

	All Links	E/F Links
Change in V/C	0.079	0.000
Change in Volume	763	0
Significant Impact		0.005 in V/C & 0 in Vol

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in PM Peak Direction

Link # GP07-02-01 EB
W/O US-101

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	5311	7226	Yerba Buena	841	1800	0.47	1301	1800	0.72	No	459
2	7222	7754	Hellyer	479	600	0.80	586	600	0.98	Yes	107
3	5562	7589	Coyote	241	600	0.40	360	600	0.60	No	118
4	10160	7186	Blossom Hill	2487	2700	0.92	2536	2700	0.94	Yes	49
5	11396	10725	SR-85	757	1900	0.40	1300	1900	0.68	No	542
6	11392	8149	SR-85	3110	3800	0.82	3387	3800	0.89	No	277

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	7916	11400	0.694	9469	11400	0.831	6	1552
All E/F Links	2966	3300	0.899	3122	3300	0.946	2	156
Average Link Cap		1900						
Average E/F Link Cap		1650						
5% Average Link Cap		95.00						
2.5% Average E/F Link Cap		41.00						

	All Links	E/F Links
Change in V/C	0.136	0.047
Change in Volume	1552	156
Significant Impact		0.005 in V/C & 41 in Vol

Link # GP07-02-01 S/E
N/O SR-85, E/O SR-87

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	5237	7067	Branham	946	2700	0.35	1202	2700	0.45	No	256
2	7823	10555	Chynoweth	119	1800	0.07	119	1800	0.07	No	1
3	7119	7201	Entrada Cedros	356	600	0.59	368	600	0.61	No	13
4	4691	7850	Snell	1692	2700	0.63	2018	2700	0.75	No	325
5	7850	7403	Blossom Hill	1851	2700	0.69	2210	2700	0.82	No	359
6	5230	9074	Lean	158	600	0.26	243	600	0.41	No	86
7	4073	10987	Cottle	2008	2700	0.74	2177	2700	0.81	No	170
8	6922	6923	Via Del Oro	110	650	0.18	119	650	0.20	No	9

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	7239	14450	0.501	8457	14450	0.585	8	1218
All E/F Links	0	0	0.000	0	0	0.000	0	0
Average Link Cap		1806						
Average E/F Link Cap		0						
5% Average Link Cap		90.00						
2.5% Average E/F Link Cap		0.00						

	All Links	E/F Links
Change in V/C	0.084	0.000
Change in Volume	1218	0
Significant Impact		0.005 in V/C & 0 in Vol

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
in AM Peak Direction

Link # GP07-03-04 NB
S/O Naglee/Jackson/Mabury

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	6049	6050	CA-87	1795	1900	0.94	1658	1900	0.87	Yes	-137
2	6816	5206	CA-87	4058	3800	1.07	4400	3800	1.16	Yes	341
3	5986	5869	CA-87	1472	1400	1.05	1391	1400	0.99	Yes	-80
4	6661	6737	N First	966	900	1.07	922	900	1.02	Yes	-44
5	6721	6704	N Third	261	650	0.44	349	650	0.58	No	88
6	6722	4168	N Fourth	899	900	1.00	944	900	1.05	Yes	44
7	6723	4169	N Seventh	547	600	0.91	550	600	0.92	Yes	3
8	6724	4170	N 10th	544	600	0.91	546	600	0.91	Yes	2
9	6725	4171	N 11th	529	600	0.88	521	600	0.87	No	-8

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	11072	11350	0.976	11280	11350	0.994	9	208
All E/F Links	10282	10100	1.018	10411	10100	1.031	7	129
Average Link Cap		1261						
Average E/F Link Cap		1443						
5% Average Link Cap		63.00						
2.5% Average E/F Link Cap		36.00						

	All Links	E/F Links
Change in V/C	0.018	0.013
Change in Volume	208	129
Significant Impact		0.005 in V/C & 36 in Vol

Link # GP07-03-04 N/W
S/O SR-17 & I-880

	A-Node	B-Node	Link Name	Base Volume	Base Capacity	Base V/C	Project Volume	Project Capacity	Project V/C	E/F Link	Change
1	6073	5465	CA-87	1814	1900	0.95	1948	1900	1.03	Yes	133
2	5614	8116	CA-87	4851	3800	1.28	5031	3800	1.32	Yes	181
3	6642	8559	N First	1817	1800	1.01	1866	1800	1.04	Yes	49
4	6643	6579	N Fourth	2098	1800	1.17	2161	1800	1.20	Yes	64
5	6644	9215	N 10th	1626	1800	0.90	1671	1800	0.93	Yes	45
6	8544	8542	Oakland	2102	2700	0.78	2080	2700	0.77	No	-22

Screenline Summary	Volume	Capacity	V/C	Volume	Capacity	V/C	# of Link	Change
All Links	14308	13800	1.037	14757	13800	1.069	6	449
All E/F Links	12205	11100	1.100	12677	11100	1.142	5	471
Average Link Cap		2300						
Average E/F Link Cap		2220						
5% Average Link Cap		115.00						
2.5% Average E/F Link Cap		55.00						

	All Links	E/F Links
Change in V/C	0.033	0.042
Change in Volume	449	471
Significant Impact		0.005 in V/C & 55 in Vol

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
in AM Peak Direction

Link # GP07-03-04 WB
E/O I-880 & 10th/11th

				Base			Project			
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	8487	8486	St James	577	900	0.64	574	900	0.64	No	-3
2	8444	8474	Julian	778	900	0.86	820	900	0.91	Yes	42
3	6734	6733	Washington	96	600	0.16	27	600	0.05	No	-69
4	6726	6725	Empire	291	600	0.49	127	600	0.21	No	-164
5	4172	4171	Jackson	422	600	0.70	431	600	0.72	No	9
6	8550	8552	Taylor	873	900	0.97	962	900	1.07	Yes	89
7	4157	4142	Mission	430	600	0.72	560	600	0.93	Yes	130
8	8544	8554	Hedding	1833	1800	1.02	1822	1800	1.01	Yes	-11
9	11178	11186	US-101	2183	1900	1.15	2039	1900	1.07	Yes	-145
10	9218	9216	US-101	7179	5700	1.26	7584	5700	1.33	Yes	406
11	11247	11248	US-101	2381	1900	1.25	2651	1900	1.40	Yes	270

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	17043	16400	1.039	17598	16400	1.073	11	555
All E/F Links	15657	13700	1.143	16439	13700	1.200	7	781
Average Link Cap		1491						
Average E/F Link Cap		1957						
5% Average Link Cap		74.00						
2.5% Average E/F Link Cap		48.00						

	All Links	E/F Links
Change in V/C	0.034	0.057
Change in Volume	555	781
Significant Impact		0.005 in V/C & 48 in Vol

Link # GP07-03-04 WB
Guadalupe River

				Base			Project			
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	8774	8777	I-880	6112	5700	1.07	6185	5700	1.09	Yes	73
2	5611	4147	Hedding	1723	1800	0.96	1762	1800	0.98	Yes	39
3	6845	8591	Taylor	1183	1800	0.66	1018	1800	0.57	No	-165
4	6859	19001	Coleman	1731	1800	0.96	1751	1800	0.97	Yes	20
5	8697	4700	Julian	1197	1800	0.67	1401	1800	0.78	No	204

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	11946	12900	0.926	12117	12900	0.939	5	171
All E/F Links	9566	9300	1.029	9698	9300	1.043	3	132
Average Link Cap		2580						
Average E/F Link Cap		3100						
5% Average Link Cap		129.00						
2.5% Average E/F Link Cap		77.00						

	All Links	E/F Links
Change in V/C	0.013	0.014
Change in Volume	171	132
Significant Impact		0.005 in V/C & 77 in Vol

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
in PM Peak Direction

Link # GP07-03-04 SB
S/O Naglee/Jackson/Mabury

				Base			Project			
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	5981	6001	CA-87	1342	1400	0.96	1482	1400	1.06	Yes	141
2	5538	6861	CA-87	4401	3800	1.16	4507	3800	1.19	Yes	106
3	6177	6178	CA-87	1348	1900	0.71	1396	1900	0.73	No	48
4	6737	6661	N First	516	900	0.57	483	900	0.54	No	-33
5	6663	6720	N Second	586	650	0.98	612	650	1.02	Yes	26
6	6704	6721	N Third	559	650	0.93	646	650	1.08	Yes	87
7	4168	6722	N Fourth	929	900	1.03	1013	900	1.13	Yes	84
8	4169	6723	N Seventh	560	600	0.93	602	600	1.00	Yes	42
9	4170	6724	N 10th	641	600	1.07	589	600	0.98	Yes	-52
10	4171	6725	N 11th	545	600	0.91	615	600	1.02	Yes	70

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	11427	12000	0.952	11946	12000	0.995	10	519
All E/F Links	9564	9200	1.040	10068	9200	1.094	8	504
Average Link Cap		1200						
Average E/F Link Cap		1150						
5% Average Link Cap		60.00						
2.5% Average E/F Link Cap		28.00						

	All Links	E/F Links
Change in V/C	0.043	0.055
Change in Volume	519	504
Significant Impact		0.005 in V/C & 28 in Vol

Link # GP07-03-04 S/E
S/O SR-17 & I-880

				Base			Project			
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	8117	5771	CA-87	5323	3800	1.40	5719	3800	1.50	Yes	396
2	5466	6090	CA-87	1271	1900	0.67	1363	1900	0.72	No	92
3	8559	6642	N First	1822	1800	1.01	1934	1800	1.07	Yes	113
4	6579	6643	N Fourth	2557	1800	1.42	2593	1800	1.44	Yes	37
5	9215	6644	N 10th	1848	1800	1.03	1896	1800	1.05	Yes	48
6	8542	8544	Oakland	2337	2700	0.87	2482	2700	0.92	Yes	145

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	15157	13800	1.098	15987	13800	1.159	6	830
All E/F Links	13886	11900	1.167	14624	11900	1.229	5	738
Average Link Cap		2300						
Average E/F Link Cap		2380						
5% Average Link Cap		115.00						
2.5% Average E/F Link Cap		59.00						

	All Links	E/F Links
Change in V/C	0.060	0.062
Change in Volume	830	738
Significant Impact		0.005 in V/C & 59 in Vol

General Plan Amendment
Winter 2008 Cumulative
Aggregated Screenline Analysis
in PM Peak Direction

Link # GP07-03-04 EB

E/O I-880 & 10th/11th

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	8486	8487	St James	691	900	0.77	910	900	1.01	Yes	218
2	8474	8444	Julian	703	900	0.78	743	900	0.83	No	40
3	6733	6734	Washington	265	600	0.44	199	600	0.33	No	-66
4	6725	6726	Empire	394	600	0.66	555	600	0.92	Yes	160
5	4171	4172	Jackson	506	600	0.84	585	600	0.98	Yes	80
6	8552	8550	Taylor	890	900	0.99	941	900	1.05	Yes	51
7	4142	4157	Mission	527	600	0.88	508	600	0.85	No	-19
8	8554	8544	Hedding	1899	1800	1.05	1868	1800	1.04	Yes	-31
9	11249	11251	US-101	2291	1900	1.21	2497	1900	1.31	Yes	207
10	8540	8541	US-101	7154	5700	1.26	7518	5700	1.32	Yes	364
11	11183	11179	US-101	2233	1900	1.18	2347	1900	1.24	Yes	114

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	17552	16400	1.070	18671	16400	1.138	11	1119
All E/F Links	16058	14300	1.123	17221	14300	1.204	8	1163
Average Link Cap		1491						
Average E/F Link Cap		1788						
5% Average Link Cap		74.00						
2.5% Average E/F Link Cap		44.00						

	All Links	E/F Links
Change in V/C	0.068	0.081
Change in Volume	1119	1163
Significant Impact		0.005 in V/C & 44 in Vol

Link # GP07-03-04 EB

Guadalupe River

				Base			Project				
	A-Node	B-Node	Link Name	Volume	Capacity	V/C	Volume	Capacity	V/C	E/F Link	Change
1	8583	8560	I-880	6780	5700	1.19	6852	5700	1.20	Yes	71
2	4147	5611	Hedding	1778	1800	0.99	1747	1800	0.97	Yes	-31
3	8591	6845	Taylor	1373	1800	0.76	1293	1800	0.72	No	-79
4	19001	6859	Coleman	1633	1800	0.91	1741	1800	0.97	Yes	107
5	4700	8697	Julian	1510	1800	0.84	1848	1800	1.03	Yes	338

Screenline Summary	*Volume*	*Capacity*	*V/C*	*Volume*	*Capacity*	*V/C*	*# of Link*	*Change*
All Links	13074	12900	1.014	13481	12900	1.045	5	406
All E/F Links	11702	11100	1.054	12187	11100	1.098	4	486
Average Link Cap		2580						
Average E/F Link Cap		2775						
5% Average Link Cap		129.00						
2.5% Average E/F Link Cap		69.00						

	All Links	E/F Links
Change in V/C	0.031	0.044
Change in Volume	406	486
Significant Impact		0.005 in V/C & 69 in Vol