INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION
for
CANNERY PARK VILLAGE

File Number: PDC08-036

CITY OF SAN JOSE

NOVEMBER 2010

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Chapter 1. Background Information

PROJECT DATA

1. **Project Title:** Cannery Park Village

2. **Lead Agency Name and Address:** City of San Jose, 200 E. Santa Clara Street, San Jose, CA 95113 Contact: Lesley Xavier, Lesley.xavier@sanjoseca.gov (408) 535-7800

3. **Project Proponent:** CP Associates, L.P, Libitzky Development Corporation Contact: Don Lapidus, Lapidus & Associates, 991 Solana Court, Mountain View, CA 94040 (650) 949-1529

4. **Project Location**: An approximately 11.4 acre site located at the northwest corner of Tenth Street and Taylor Street. APNs for the site are 249-07-006 and 249-09-001.

5. **Project Description**: Construction of 403 residential units, a ±5,500 square foot restaurant, ±8,500 square feet of artist studio space, and 0.61 acres of park land.

Chapter 2. Project Description

INTRODUCTION

This Initial Study has been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA). The purpose of an Initial Study is to determine whether the proposed project could significantly affect the environment, requiring the preparation and distribution of an Environmental Impact Report. Based on the following analysis, it is concluded that the environmental impacts of the project would be less-than-significant with proposed mitigation and the project would be eligible for a Mitigated Negative Declaration.

PROJECT LOCATION

The project is proposed within the City of San Jose corporate limits (refer to Figure 1). The site is located on Assessor's Parcel Numbers 249-07-006 and 249-09-001 (refer to Figure 2). An aerial photograph of the project site and surrounding area is presented in Figure 3.

The project is proposed on approximately 11.4 acres located on the northwest corner of Tenth Street and Taylor Street. The site is bordered by Taylor Street to the south, Tenth Street to the east, and the Union Pacific Railroad (UPRR) tracks to the west. The site is currently developed with light industrial, storage, and manufacturing facilities including the Gordon Biersch Brewery and other businesses totaling approximately 211,273 leaseable square feet, with associated parking and outdoor storage areas. Approximately 2.67 acres of the site contains the Gordon Biersch Brewery, which would remain unchanged in the context of this project.

The project site is located within the Jackson-Taylor Planned Community in the San Jose 2020 General Plan Land Use/Transportation Diagram. The property is designated *Mixed Use*. The site is currently zoned Light Industrial (LI).

PROJECT DESCRIPTION

The project consists of an application for a Planned Development rezoning that would allow for the construction of a mixed use development on the site. Approximately 2.67 acres of the site contains the Gordon Biersch Brewery, which would remain unchanged. The project proposes to preserve and adaptively reuse the existing Continental Can Company warehouse building. All other existing structures would be removed as part of proposed development.

The site plan for the project is presented in Figure 4, and site elevations are provided in Figures 5 and 6. Structures would be approximately five stories, and would not exceed 65 feet in height (including a podium-level garage). Specifically, the project consists of the following components:

<u>Residential</u>

- 403 residential units contained in four buildings, referred to as Buildings A through D (see Figure 4), as follows:
  - 318 condominiums and 14 work/live units in Buildings A, B, and C, including outdoor courtyard areas for each building and a community room in Building B.
  - 71 below market rate (BMR) affordable senior independent living units within Building D.

Restaurant

- An approximately 5,500 square foot restaurant with outdoor seating in Building A, fronting Taylor Street.

Artist Studios

- Approximately 8,500 square feet of artist studio space located in lower floor of Building D.

Open Space/Park Land

- Private open space area in common courtyards and other portions of the site.
- Addition of 0.61 acres of park land on to the north side of the site, as part of a planned park in conjunction with the adjacent site, which proposes an additional 0.27 acres for a total of 0.88 acres of park land.

Parking and Access. Access to the project site would be provided via Tenth Street and Taylor Street. The conceptual site plan proposes two driveways: one driveway on Tenth Street into the proposed at-grade garage and one driveway along Taylor Street to access open parking areas.

The project proposes to provide 776 parking spaces, including 531 podium garage, 206 surface, and 39 on-street spaces. Parking for residents of the market-rate condominiums would be located in the podium garage with assigned parking. On-site open parking and on-street parking would mainly serve restaurant patrons, affordable rental residents, artist studio users, and other site visitors.

Landscaping. The project includes landscaping, consisting of trees and shrubs, along the site's perimeter, in common areas, and at the proposed park.

Lighting. Exterior lighting is proposed for security and access. All outdoor lighting would conform to the City's Outdoor Lighting Policy.

Utilities. The project includes the provision of services and utilities to serve the proposed uses, including water, storm drainage, wastewater, and gas/electricity. A storm water control plan is proposed that includes vegetated swales and flow-thru planters.

Demolition. Development of the site would require the demolition and removal of all structures on the site, with the exception of the Gordon Biersch brewing facilities (not part of the project) and the Continental Can Company warehouse (Building D). A demolition plan would be implemented during construction, including a program to safely remove any hazardous materials and salvage/recycle waste during demolition activities. The project may also require the removal of approximately 37 existing trees on the property.

Grading. Development of the project would require the grading and export of approximately 30,000 cubic yards of material. This material would be deposited at an approved location.

Public Improvements. The project includes construction of new sidewalks and curb-gutter along Taylor and Tenth Streets.

PROJECT SCHEDULE

The project does not have a construction schedule at this time. However, construction would take approximately one to two years to complete from the date of commencement.

PROJECT OBJECTIVES

The primary project objectives are as follows:

- Develop condominium, BMR, and live/work units to meet future, local demand for housing and add to the City's mix of housing types.
- Construct residential development in a location ideally suited for such uses.
- Develop artist space in an area that currently supports such uses.
- Provide park land to meet the demands of the neighborhood and proposed residential uses on the site.
- Allow for a future restaurant to serve the community.

PROJECT APPROVALS

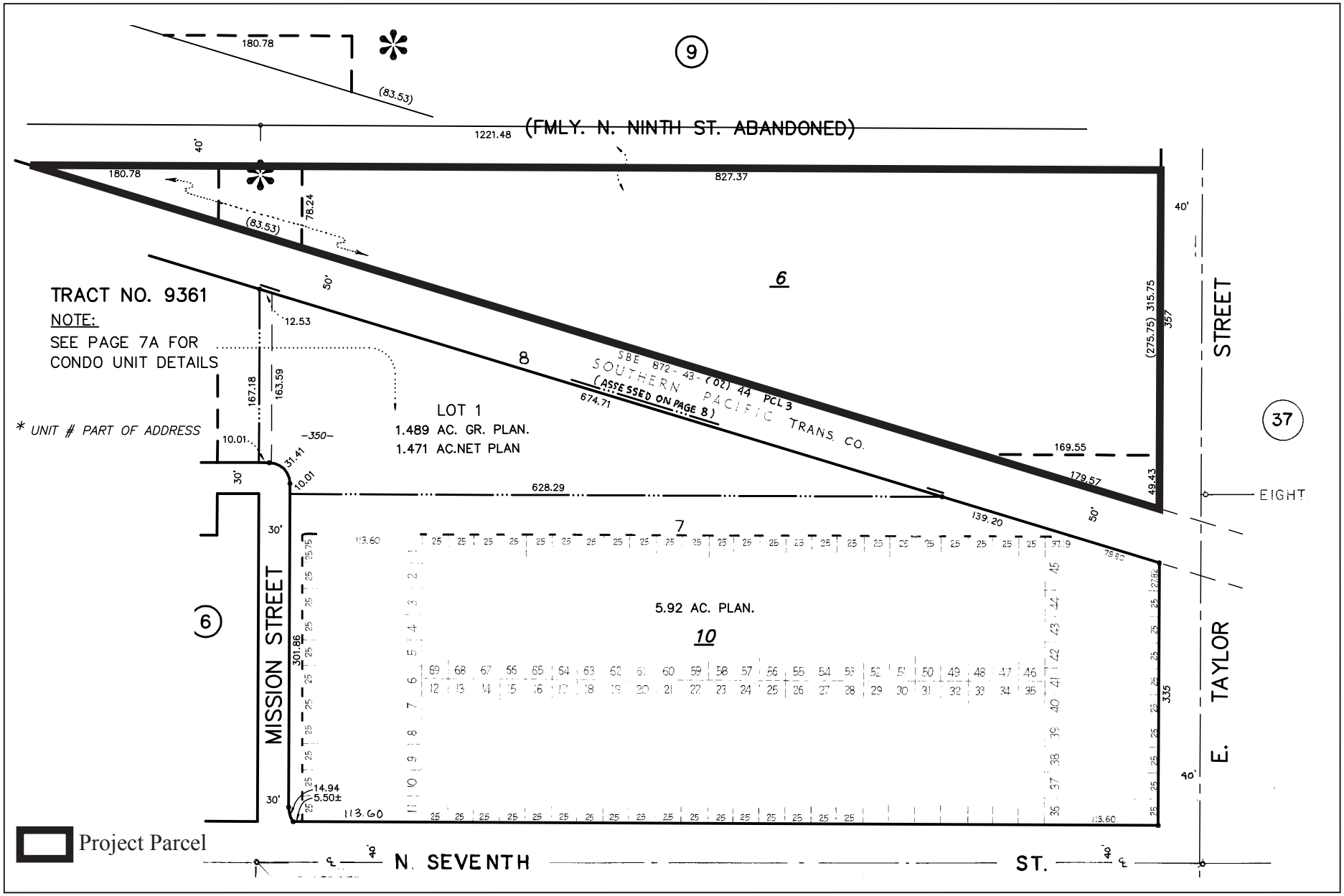
The project will require the following approvals:

- City of San Jose – Environmental Clearance
- City of San Jose – PD rezoning, PD permit, demolition permit, tree removal permit, building permit, tentative and final maps

N

Regional Map

Figure 1



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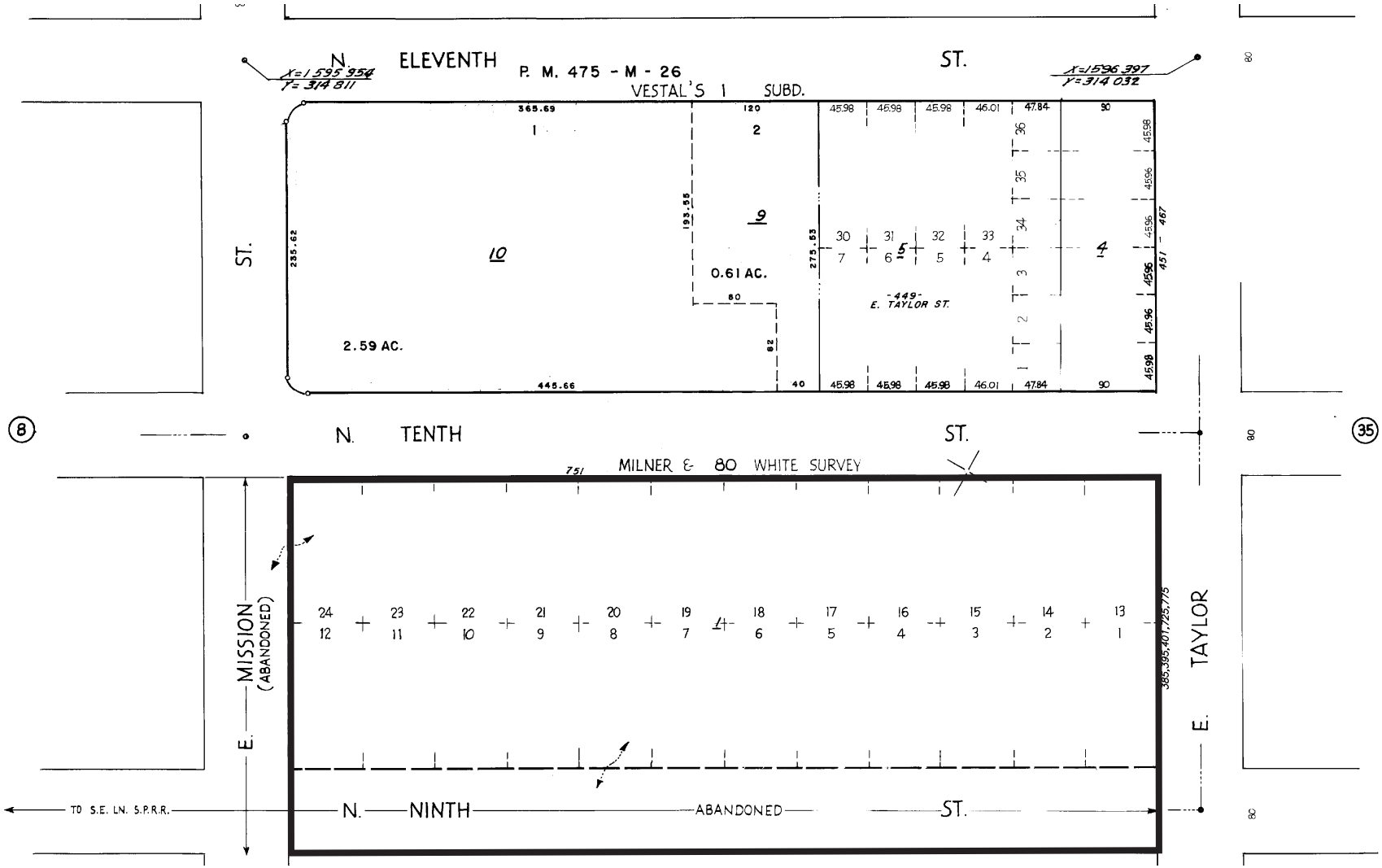
APN Map (249-07-006)

Figure 2A

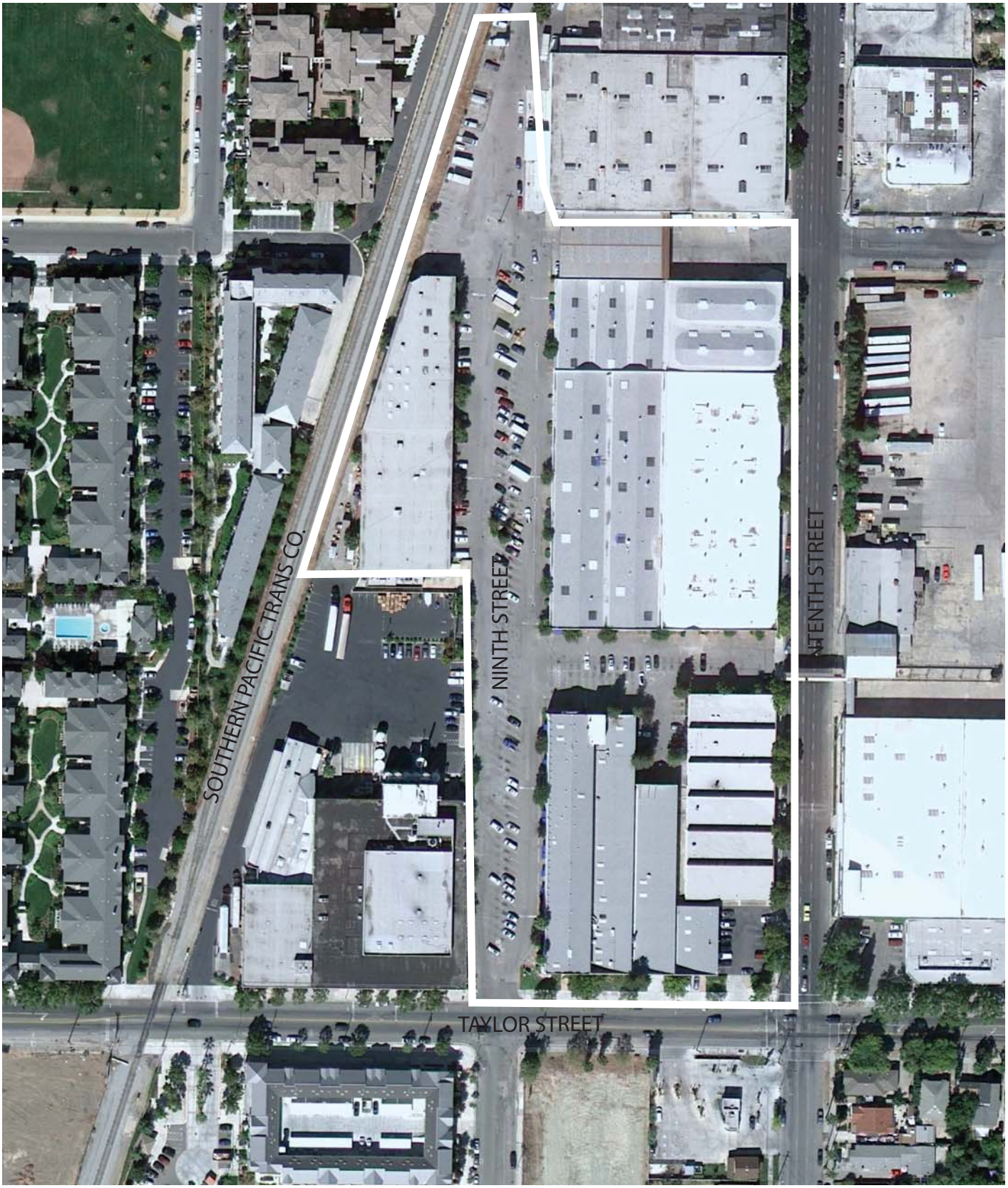


Project Parcel

N

APN Map (249-09-001)

Figure 2B



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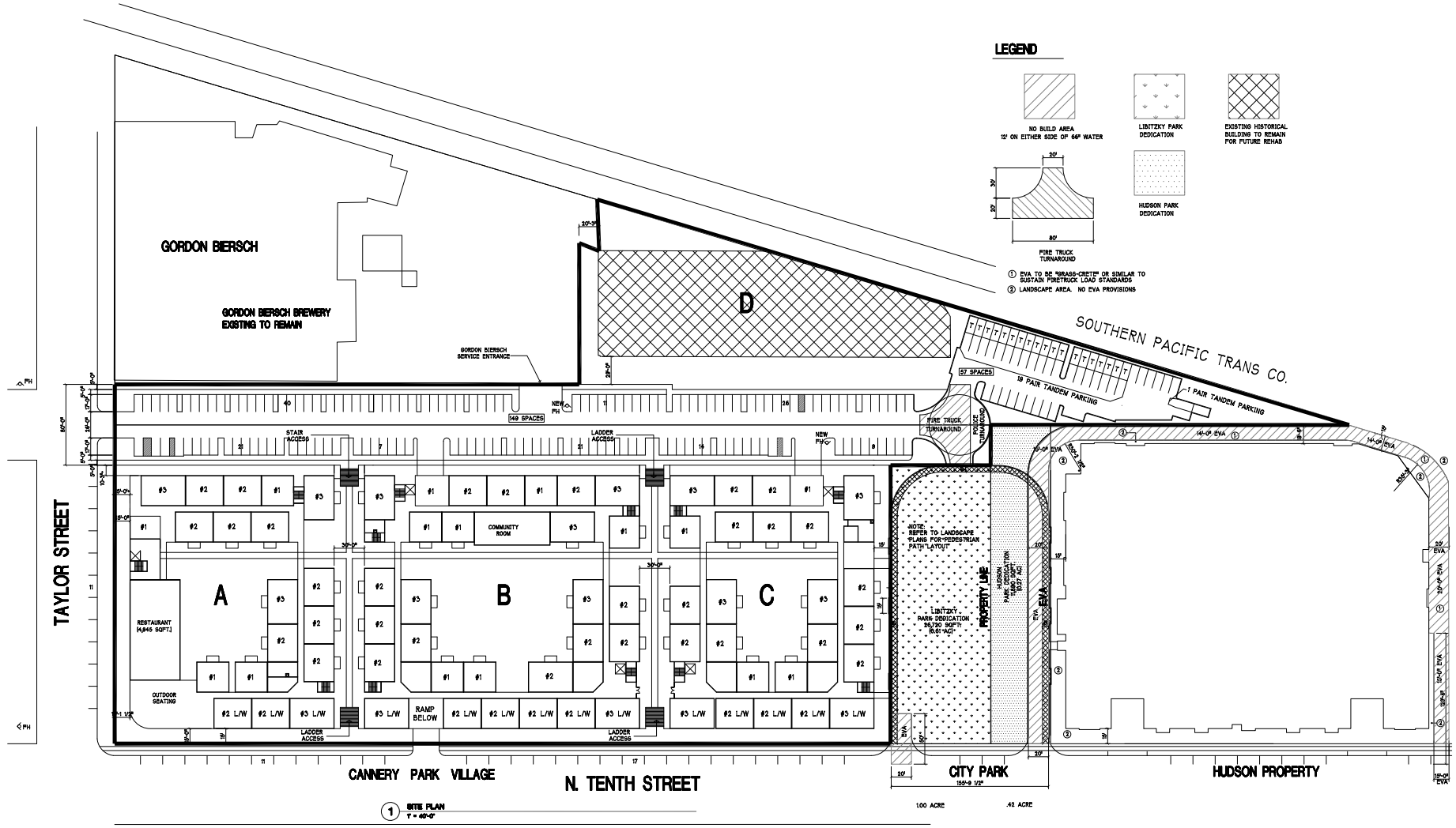
Aerial Photo

Figure
3



Source: LPMD Architects, 2010

N

Site Plan

Figure 4

VIEW OF BUILDING B
NO SCALE

VIEW OF BUILDING C
NO SCALE

VIEW OF BUILDING A
NO SCALE

STREETSCAPE AT TAYLOR STREET & TENTH STREET
NO SCALE

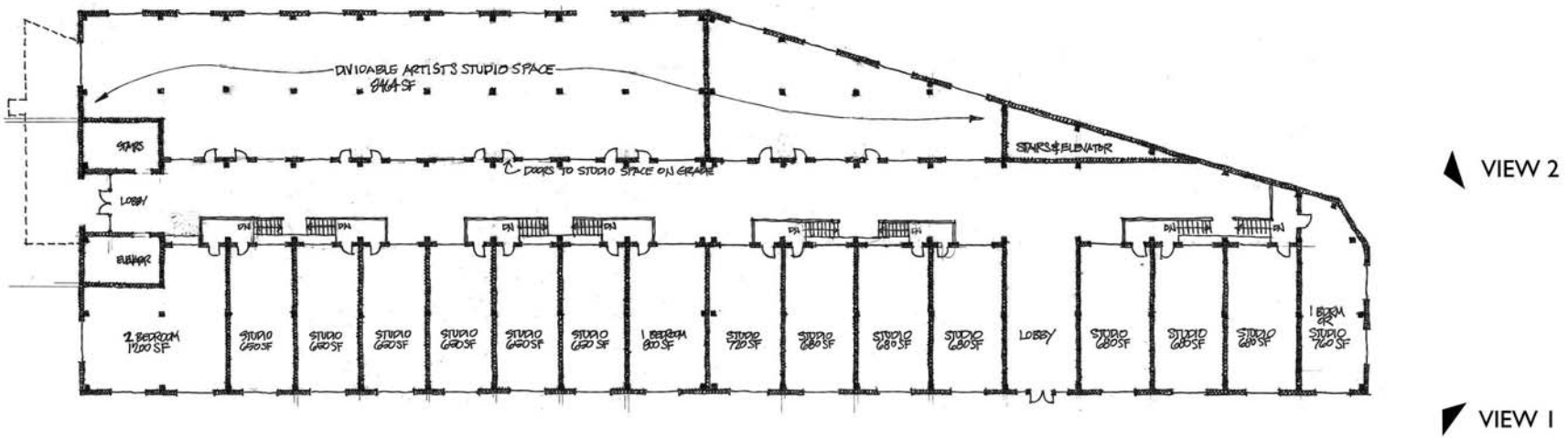
Source: LPMD Architects, September 2010

Conceptual Elevations - Buildings A, B, C

Figure
5

PERSPECTIVE VIEW 1

PERSPECTIVE VIEW 2



FIRST FLOOR PLAN

TOTAL UNITS FOR BUILDING D: 71 UNITS

16 0 16 32

Source: Architectual Resources Group, September 2010

	Elevations/Layout for Building D	Figure 6

Chapter 3. Environmental Setting, Impacts and Mitigation

INTRODUCTION

The following section describes the environmental setting and identifies the environmental impacts anticipated from implementation of the proposed project. The criteria provided in the CEQA environmental checklist was used to identify potentially significant environmental impacts associated with the project. Mitigation is presented for potentially significant impacts. Sources used for the environmental analysis are cited in the checklist and listed in Chapter 4 of this Initial Study.

A. AESTHETICS

Setting

The project site is located within an urbanized area of San Jose. The 11.4 acre site is bounded by Taylor Street to the south, Tenth Street to the east, the UPRR tracks to the west, and existing commercial development to the north. The property currently contains four buildings occupied by multiple tenants.

Photographs of the property are presented in Figure 7, and an aerial photo of the project area is provided in Figure 3. As shown in the photos, the site contains buildings, pavement, and landscape trees. The site does not contain any notable scenic features, with the exception of the Continental Can Company warehouse building (Building D on Figure 4), which has been deemed a historic structure.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. AESTHETICS. Would the project:					
a) Have a substantial adverse effect on a scenic vista?				X	1, 2, 3
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?			X		1, 2, 3
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X		1, 2
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X		1, 2
e) Increase the amount of shade in public or private open space on adjacent sites?			X		1, 2

Photo 1. View of site from Taylor Street looking north.

Photo 2. View of historic Continental Can Co. warehouse building.

Photo 3. View of the interior of the site (along the Ninth Street extension).

Photo 4. View of the site from Tenth Street looking northwest.

	Site Photos	Figure 7

Discussion

Visual Resources

The project site is located in central San Jose and is not within any City- or state-designated scenic routes. The project would not impact any scenic vistas or scenic resources. In addition, the project would not increase the amount of shade in public or private open spaces.

The proposed project would alter the existing visual character of the site and its surroundings by removing existing buildings, constructing new buildings, and removing existing trees. Landscaping is proposed along the perimeter of the site, within the residential common areas, and within the park.

Elevations of the project are presented in Figures 5 and 6. The proposed buildings are generally of a modern design with a Japanese theme to compliment architecture in the nearby Japantown area. Building heights would not exceed 65 feet for proposed mixed uses, in accordance with the requirements set forth in the Jackson-Taylor Residential Community.

The project proposes to convert the historic Continental Can Company warehouse to multi-family residential use. The proposed modifications include removing the original roof and adding a third floor with skylight, adding more windows, replacing the roll-up doors with windows, and replacing the brick entry. These modifications were deemed compatible with the Secretary of Interior's standards for rehabilitation/reuse of historic structures (refer to D. Cultural Resources of this Initial Study for additional discussion).

The project would increase the intensity of development on the site, which is surrounded by one- and two-story commercial development on most sides and three-story residential buildings to the west. However, the project is not expected to significantly degrade the existing visual character of the site since its scale and mass are compatible with existing development in the area. The project proposes to retain the historic character of the Continental Can Company warehouse, thus retaining its historic scenic value.

Lighting and Glare

Exterior lighting is proposed, where needed, for security and access. All proposed outdoor lighting would conform to the City's outdoor lighting requirements. The project does not propose any major sources of glare, and would not result in significant lighting/glare impacts.

Shade

The project would introduce buildings with a maximum height of 65 feet. This is not anticipated to significantly increase the amount of shade in public or private open spaces, resulting in less-than-significant shade impacts.

Standard Measures

The following measures are required by law and/or are City standard conditions of approval that will be incorporated into the project.

- Design of the project shall conform to the City's *Residential Design Guidelines*.
- Lighting on the site shall conform to the City's Outdoor Lighting Policy (4-3, as revised 6/20/00).

B. AGRICULTURAL AND FOREST RESOURCES

Setting

In California, agricultural land is given consideration under CEQA. According to Public Resources Code §21060.1, "agricultural land" is identified as prime farmland, farmland of statewide importance, or unique farmland, as defined by the USDA land inventory and monitoring criteria and modified for California. CEQA also considers impacts on lands that are under Williamson Act contracts. The project area is identified as "urban/built-up land" on the Santa Clara County Important Farmlands Map (2008) and is not under Williamson Act contract.

CEQA requires the evaluation of forest and timber resources where they are present. The project site is located in an urban area that has been historically used for commercial and industrial uses. The site does not contain any forest land as defined in Public Resources Code section 12220(g)), timberland as defined by Public Resources Code section 4526, or property zoned for Timberland Production as defined by Government Code section 51104(g).

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Source(s)
2. AGRICULTURAL AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X	4
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	2
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)?				X	2
d) Result in the loss of forest land or conversion of forest land to non-forest uses?				X	2
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				X	2, 4

Discussion

The project is located on property identified as urban/built-up land on the Important Farmlands Map, is not under Williamson Act contract, and does not involve any agricultural uses.

The project site is located in an urban area that has been historically used for commercial uses. The project would not impact forest resources since the site does not contain any forest or timber land as defined in Public Resources Code section 12220(g)), section 4526, or Government Code section 51104(g).

As per the discussion above, the proposed mixed use development would not involve changes in the existing environment that would result in the conversion of farmland or agricultural land, since none are present on this developed infill property.

C. AIR QUALITY

Setting

The project is located within the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) is the local agency authorized to regulate stationary air quality sources in the Bay Area. The BAAQMD develops and enforces air quality regulations for non- vehicular sources, issues permits, participates in air quality planning, and operates a regional air quality monitoring network. The Federal Clean Air Act and the California Clean Air Act mandate the control and reduction of certain air pollutants. Under this Act, the U.S. Environmental Protection Agency and the California Air Resources Board (CARB) have established ambient air quality standards for certain "criteria" pollutants, designed to protect public health and welfare. Primary criteria pollutants include carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_X), particulate matter (PM_{10}), sulfur dioxide (SO_2), and lead (Pb). Secondary criteria pollutants include ozone (O_3), and fine particulate matter (aerosols).

The Federal Clean Air Act and the California Clean Air Act of 1988 require that the state air resources board designate portions of the state where the federal or state ambient air quality standards are not met as "nonattainment areas," based on air quality monitoring data. Due to differences between the national and state standards, the designation of nonattainment areas varies under federal and state legislation. The Bay Area Air Basin is currently classified as a non-attainment area for the state 8-hr and 1-hr ozone standards, as well as non-attainment for the federal 8-hour ozone. For particulate matter less than 10 micrometers in diameter (PM_{10}), the Bay Area Air Basin is currently designated as a nonattainment area for the state standard, and is designated as unclassified for federal PM_{10} standard. For particulate matter less than 2.5 microns in diameter ($PM_{2.5}$), the Bay Area Air Basin is designated as a nonattainment area for the state annual standard, an attainment area for the federal annual standard and unclassified for the federal 24-hour standard.[1] All other pollutants are designated as attainment or unclassified for federal and state standards.

The BAAQMD defines sensitive receptors as facilities where sensitive population groups are likely to be located. These land uses include residences, schools, childcare centers, convalescent homes, and medical facilities. Sensitive receptors in the project area consist of multi-family residential uses (condominiums) to the south and the west (across the railroad tracks), single family residences to the southeast, and the proposed residential units themselves.

[1] The U.S. EPA lowered the 24-hour $PM_{2.5}$ standard from 65 micrograms per cubic meter ($\mu g/m^3$) to 35 $\mu g/m^3$ in 2006 and is required to designate the attainment status of the BAAQMD for the new standard by December 2009.

An air quality evaluation of the project was prepared by Denise Duffy & Associates, in accordance with the most recent CEQA Guidelines approved by the BAAQMD (June 2010). Technical data from the URBEMIS2007 model output and assumptions is provided in Appendix A.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?				X	1, 5, 6
b) Violate any air quality standard or contribute to an existing or projected air quality violation?			X		1, 5, 6
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X		1, 5, 6
d) Expose sensitive receptors to substantial pollutant concentrations?				X	1, 5, 6
e) Create objectionable odors affecting a substantial number of people?				X	1, 5, 6

Discussion

Consistency with Clean Air Plan

The current air quality control plan in effect at this time is the *2005 Ozone Strategy Plan* (Ozone Plan). The Ozone Plan includes measures and improvements to help the Bay Area comply with the state's ozone standard. This Plan is the current regional strategy for improving air quality until the Draft 2010 Clean Air Plan is adopted. The Ozone Plan proposes the adoption of transportation, mobile source, and stationary source control measures on a variety of pollutant sources to offset population growth and provide improvement in air quality. Since the project does not include a General Plan amendment, consistency with the applicable air quality control plan is not required.

Operational Impacts

Exposure of Sensitive Receptors to Carbon Monoxide

Carbon monoxide (CO) emissions from traffic generated by the project would be the pollutant of greatest concern at the local level. Congested intersections with a large volume of traffic have the greatest potential to cause high-localized concentrations of CO. Air pollutant monitoring data indicate that CO levels have been at healthy levels (i.e., below state and federal standards) in the Bay Area since the early 1990s. As a result, the region has been designated as attainment for the standard at both federal and state levels.

The nearest monitoring station is in San Jose (Jackson Street), and the highest measured concentration averaged over any 8-hour period during the past three years is 3.1 parts per million (ppm). The contribution of project-generated traffic to these levels was predicted using a screening procedure based on the Caline4 Line-Source Dispersion Model, which is approved by the BAAQMD. The intersection of U.S. 101 Southbound ramps/Oakland Road is considered the worst intersection, in terms of elevated CO levels, that would be affected by project-generated traffic. The intersection of N. First Street/Taylor Street would be the busiest intersection that is most affected by project traffic. Future CO levels were predicted near these intersections under project conditions using traffic projections provided by Hexagon Transportation Consultants (September 2010). Emission factors used in the dispersion model were calculated using the EMFAC2007 model, developed by the California Air Resources Board using default assumptions for Santa Clara County during winter. CO predictions are shown below in Table 1.

Table 1
Predicted 8-Hour CO Concentrations with Project

Intersection	Project (2016)	Cumulative Plus Project (2020)
U.S. 101 Southbound Ramps/Oakland Road	4.1 ppm	3.0 ppm
N. First Street/Taylor Street	3.6 ppm	2.8 ppm
BAAQMD Thresholds: California ambient air quality standard of 9.0 ppm		
ppm = parts per million		

CO concentrations under near term project conditions and cumulative conditions would be below ambient air quality standards. Vehicle emission rates are predicted to decrease substantially as newer cleaner vehicles replace older ones with higher emission rates. As a result, predicted future CO concentrations at the time that the project is in place would be lower than existing levels. The highest 8-hour concentration with the project in place is predicted to be 4.1 ppm over an 8-hour averaging period. The results of the analysis indicate that CO levels would be below the state ambient air quality standard and BAAQMD threshold of 9.0 ppm; therefore, the project's impact is considered less-than-significant.

Regional Criteria and Ozone Precursor Emissions

The regional emissions from project operation were evaluated in the air quality analysis based on the latest BAAQMD CEQA Guidelines (June 2010). Table 2 reports the daily and annual operational air pollutant emissions from the proposed project (see also Appendix A). URBEMIS2007 output was used to calculate emissions of ozone precursor pollutants, PM_{10} and $PM_{2.5}$, to determine if the project would exceed the BAAQMD thresholds for regional pollutants, including precursors. The maximum project size in terms of land use types, number of dwelling units, and square footage was evaluated. As shown in Table 2, all operational emissions are below applicable BAAQMD thresholds.

Construction Impacts

Construction-Related Particulate Matter and Regional Pollutant Emissions

Construction would generate short-term pollutant emissions from the following construction activities: 1) demolition and site preparation, 2) grading, 3) construction workers traveling to and from construction sites, 4) delivery and hauling of construction supplies and debris to and from construction sites, and 5) fuel combustion by on-site construction equipment and vehicles. These construction activities would temporarily generate emissions of dust, fumes, equipment exhaust, and other air contaminants.

Table 2 Estimated Project Regional Emissions				
Scenario	**Reactive Organic Gases (ROG)**	**Nitrogen Oxides (NOx)**	**Particulate Matter < 10 microns (PM_{10})**	**Particulate Matter < 2.5 microns ($PM_{2.5}$)**
Modeled Worst-Case Daily Emissions (lbs/day)				
Area Sources	22.80	4.95	0.04	0.04
Operational Sources	17.70	16.97	44.54	8.45
Project Total Sources	*40.50*	*21.92*	*44.58*	*8.49*
Existing Emissions	*-12.40*	*-12.04*	*-27.28*	*-5.18*
Net Emissions	**28.10**	**9.88**	**17.30**	**3.31**
BAAQMD Thresholds	*54*	*54*	*82*	*54*
Modeled Annual Emissions (tons/year)				
Area Sources	4.10	0.89	0.00	0.00
Operational Sources	3.19	3.63	8.12	1.54
Proposed Project Emissions	*7.29*	*4.52*	*8.12*	*1.54*
Existing Emissions	*-2.22*	*-2.51*	*-4.97*	*-0.94*
Net Emissions	**5.07**	**2.01**	**3.15**	**0.60**
BAAQMD Thresholds	*10*	*10*	*15*	*10*

PM_{10}, $PM_{2.5}$, and diesel exhaust would be the air pollutants of greatest concern, particularly during grading and excavation activities. The BAAQMD CEQA Guidelines do not establish a quantitative threshold for greenhouse gas emissions during construction; however, they recommend that GHG emissions during construction be quantified and disclosed.

Construction emissions were calculated as part of the air quality analysis and the results are presented in Table 3. Detailed assumptions used to calculate these emissions are provided in Appendix A. As shown in Table 3, all construction emissions would be below applicable BAAQMD Thresholds.

Regardless of the significance determination, the project contractor would be required to implement the following Best Management Practices during construction, which are required by the BAAQMD for all projects:

a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
d. All vehicle speeds on unpaved roads shall be limited to 15 mph.
e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

h. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Table 3
Worst-Case Construction Criteria Air Pollutant and Precursor Emissions and Significance Determination in 2014 and 2015

Emission Source	**Emissions**			
	ROG (Note 1)	**NOx**	**PM_{10} Exhaust** (Note 2)	**$PM_{2.5}$ Exhaust** (Note 2)
Worst-case Daily (lbs/day)				
2014	11.09	51.78	2.58	2.36
2015	46.36	30.25	2.01	1.84
BAAQMD Threshold	*54*	*54*	*82 (Note 1)*	*54 (Note 1)*
Annual Total (tons/year)				
2014	0.56	3.36	0.16	0.15
2015	2.79	0.60	0.04	0.04
BAAQMD Threshold	*10*	*10*	*15*	*10*

Note 1: The ROG emissions in this table were reported in Attachment 1 as "mitigated" ROG emissions, because the model requires applying the BAAQMD Regulation 8 Rule 3 in the mitigation screen to reduce ROG emissions.
Note 2: The BAAQMD thresholds for PM_{10} and $PM_{2.5}$ apply to construction equipment exhaust only.

Construction-Related Diesel Exhaust Emissions Impacts

The California Air Resources Board (CARB) has identified diesel particulate matter as a toxic air contaminant. Heavy construction equipment used for construction of the project would be diesel fueled. Grading of the site is expected to result in the highest emissions of diesel particulate matter during the construction period. The air quality analysis identified an estimated worst-case daily diesel particulate matter emission rate of 0.16 lbs/day; therefore, emissions from any one area affecting an off-site sensitive receptor would be small.

Diesel exhaust includes air contaminants that can cause health effects. The increased health risk from these types of emissions (i.e., increased cancer risk) is calculated over a 70-year continuous exposure period at the locations of sensitive receptors. In addition, compounds within diesel exhaust, such as acrolein, have been documented to cause adverse acute health effects, such as eye and respiratory system irritation during short term exposures. The proposed project site is located within ¼ mile of sensitive receptors, consisting of multi-family residential uses (condominiums) to the south and the west (across the railroad tracks), single family residences to the southeast, and the proposed residential units themselves.

Truck travel and construction equipment exhaust may result in elevated levels of diesel particulate matter for short time periods. Given the construction schedule/timing for the project, the emission modeling result, and the enforcement of the CARB's Off-Road Diesel Rule and Title 13, California Code of Regulations, Section 2485, the impact from diesel exhaust would not be considered significant because the risk averaged over a lifetime would not meet or exceed the BAAQMD's threshold for cancer risk of ten in one million or result in acute health effects.

The project would have a less-than-significant impact associated with construction dust and diesel emissions.

Odors

The project uses are typical of those in suburban and urban areas, and would not be expected to result in odor complaints. The project is proposed adjacent to the existing Gordon Biersch Brewery, which may sometimes release aromas related to beer brewing. This is part of the baseline conditions and is not expected to generate offensive odors affecting the proposed mixed uses.

During construction the various diesel powered vehicles and equipment in use on the site would create localized odors. These odors would be temporary and not likely to be noticeable for extended periods of time much beyond the project's site boundaries. The potential for diesel odor impacts is, therefore, less-than-significant.

D. BIOLOGICAL RESOURCES

Setting

The project site is located within an urbanized area of San Jose. The existing property contains buildings and pavement. Vegetation on the site is limited to planted trees. The project site contains 66 trees, as presented in Appendix B. Ordinance-sized trees are considered sensitive resources. The City of San Jose's Municipal Code (13.32.20.I) serves to protect all trees, including any live or dead woody perennial plant, having a main stem or trunk 56 inches or more in circumference (i.e., 18 inches in diameter) at the height of 24 inches above the natural grade slope. Based on this criteria, the project site contains 10 ordinance-sized trees.

City-designated heritage trees are considered sensitive resources. A heritage tree is any tree located on private property, which because of factors including (but not limited to) it history, girth, height, species, or unique quality has been found by the City Council to have special significance to the community. It is unlawful to vandalize, mutilate, remove or destroy heritage trees. The project site does not contain any City-designated heritage trees.

Due to the developed nature of the site, it has low habitat value for wildlife. The landscape trees may provide habitat for species associated with urban areas, including urban adapted birds such as house sparrow (*Passer domesticus*), northern mockingbird (*Mimus polyglottos*), mourning dove (*Zenaida macroura*), Brewer's blackbird (*Euphagus cyanocephalus*), and American crow (*Corvus brachyrhynchos*). No raptors or raptor nests were observed on the property. Due to the high level of human disturbance on the site and relatively small size of the trees, no raptors are expected.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
4.	**BIOLOGICAL RESOURCES. Would the project:**					
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X	1, 2
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X	1, 2
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X	1, 2
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X	1, 2
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X		2, 3
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?				X	2

Discussion

The habitat value on the currently developed project site is low, and project development would not result in any impacts on wildlife species or habitat.

The project site is located within the boundaries of the Santa Clara Valley Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP). The HCP/NCCP is a regional partnership between six local partners (the County of Santa Clara, Santa Clara Valley Transportation Authority, Santa Clara Valley Water District, and the Cities of San Jose, Gilroy and Morgan Hill) and three wildlife agencies (the California Department of Fish and Game, the U.S. Fish and Wildlife Service, and the National Marine Fisheries Service). The study area lies primarily within southern Santa Clara County and includes all of the City of San Jose except for the bayland areas. An administrative draft version is currently available for review, with completion anticipated sometime in 2010. The project will not affect any of the natural communities addressed in the HCP/NCCP and, therefore, does not require conformance with this plan.

Construction of the project would result in the removal of existing trees on the site. A list of the trees on the project site is presented in Appendix B. The site contains 66 trees, 10 of which are ordinance-sized. The exact trees to be removed has not been fully determined at this time. It is anticipated that all non-street trees would be removed, totaling approximately 37 trees. The City requires replacement of all removed trees in accordance with established tree replacement ratios set forth in the standard measures below.

The project would have a less-than-significant impact on biological resources with implementation of the standard measures below.

Standard Measures

The following measures are required by law and/or are City standard conditions of approval that will be incorporated into the project.

- Any tree to be removed will be replaced with new trees in accordance with the City's Tree Replacement Ratios, as set forth below.

Diameter of Tree to be Removed	Type of Tree to be Removed			Minimum Size of Each Replacement Tree
	Native	Non-Native	Orchard	
18 inches or greater	5:1	4:1	3:1	24-inch box
12-17 inches	3:1	2:1	none	24-inch box
Less than 12 inches	1:1	1:1	none	15-gallon container
x:x = tree replacement to tree loss ratio Note: Trees greater than 18" diameter shall not be removed unless a tree removal permit, or equivalent, has been approved for the removal of such trees. Replacement trees are to be above and beyond standard landscaping; required street trees do not count as replacement trees.				

In the event the project site does not have sufficient area to accommodate the required tree mitigation, one or more of the following measures will be implemented, to the satisfaction of the City's Environmental Principal Planner, prior to issuance of a PD permit:

- The size of a 15-gallon replacement tree can be increased to 24-inch box and count as two replacement trees.
- Identify an alternative site(s) for additional tree planting. Alternative sites may include local parks or schools or installation of trees on adjacent properties for screening purposes to the satisfaction of the Director of the Department of Planning, Building, and Code Enforcement. Contact PRNS Landscape Maintenance Manager for specific park locations in need of trees.
- Donate $300 per mitigation tree to Our City Forest for in-lieu off-site tree planting in the community. These funds will be used for tree planting and maintenance of planted trees for approximately three years. Contact Rhonda Berry, Our City Forest, at (408) 998-7337 x106 to make a donation. A donation receipt for off-site tree planting shall be provided to the Planning Project Manager prior to issuance of a development permit.

- The project shall implement measures during construction to protect all trees to be retained on or adjacent to the site, in accordance with the City's requirements.

E. CULTURAL RESOURCES

Setting

Archaeological Resources

An Archeological Literature Review was completed for the project site by Holman & Associates (April 2008). This report is on-file with the City of San Jose Department of Planning, Building, and Code Enforcement. A prehistoric and historic site record and literature search was conducted at the Northwest Information Center located at Sonoma State University (NWIC). No archaeological sites, historic or prehistoric, were recorded on the project site. The larger project area was the subject of an overview report completed by Basin Research Associates in 1985. Although there are no formally recorded historic and/or prehistoric resources within the project boundaries, the physical location of the property suggests a moderate to high potential for both prehistoric and historic resources, due to its proximity to Guadalupe River, an area that has yielded numerous resources. In addition, the project site is located in an area with historical development since the 1800s, and could contain significant historic archaeological materials.

Historical Resources

The project site is located in an area containing a mix of uses. The neighborhood is in a period of transition with new high-density residential development replacing former industrial uses, many of which were historically associated with food processing. To the immediate west of the project site is the Union Pacific railroad right-of-way with condominiums across the tracks; to the east are Tenth Street and warehouses, surface lot storage and metal clad buildings; to the south across Taylor St is multi-family development; and to the north are warehouses and surface storage across the abandoned Mission Street. The Gordon Biersch Brewery on the northwest corner of Taylor and Ninth Street, although within the project boundaries, is not part of the proposed development. East of the site near Mission Street is a section of covered housing that spans Tenth Street (16 feet above the ground), which is part of a former conveyor system that once connected with the cannery on the other side of the street.

The project site is divided north/south along the Ninth Street alignment (refer to the site plan in Figure 4). On the west side of the site are buildings of the former Continental Can Company and on the east are those of the Tri-Valley Growers. The abandoned street is striped and used for parking.

A historical evaluation was completed for the site by Urban Programmers (August 2008). This evaluation is contained in Appendix C and summarized below. Historically, the project site has been used for former cannery and associated uses. More recently, the buildings have been occupied by a variety of commercial and light industrial uses. The locations of existing structures on the site are shown in Figure 8 and described below.

Continental Can Company Main Can Factory (Gordon Biersch Brewery, Building 1). The main can factory is basically a square form facing onto Taylor St. The northwest corner is cut back where the railroad spur came to the side of the factory and numerous additions have been made to the rear. Designed by the Continental Can Company's General Manufacturing Department in Chicago, the building is two stories approximately 180 feet along Taylor Street and 220 feet deep. Constructed in reinforced concrete, the building's façades are series of bays, defined by reinforced concrete columns (piers) with spandrels of common brick filling the lower portion of each floor and windows with heavy metal frames (contemporary) on the top. The windows at the lower floors have divided panes while the upper ones are full height. The main entrance is framed with a simple concrete pilaster set within a center bay. The building exceeds 34 feet in height with a penthouse that is set back and not visible from the street.

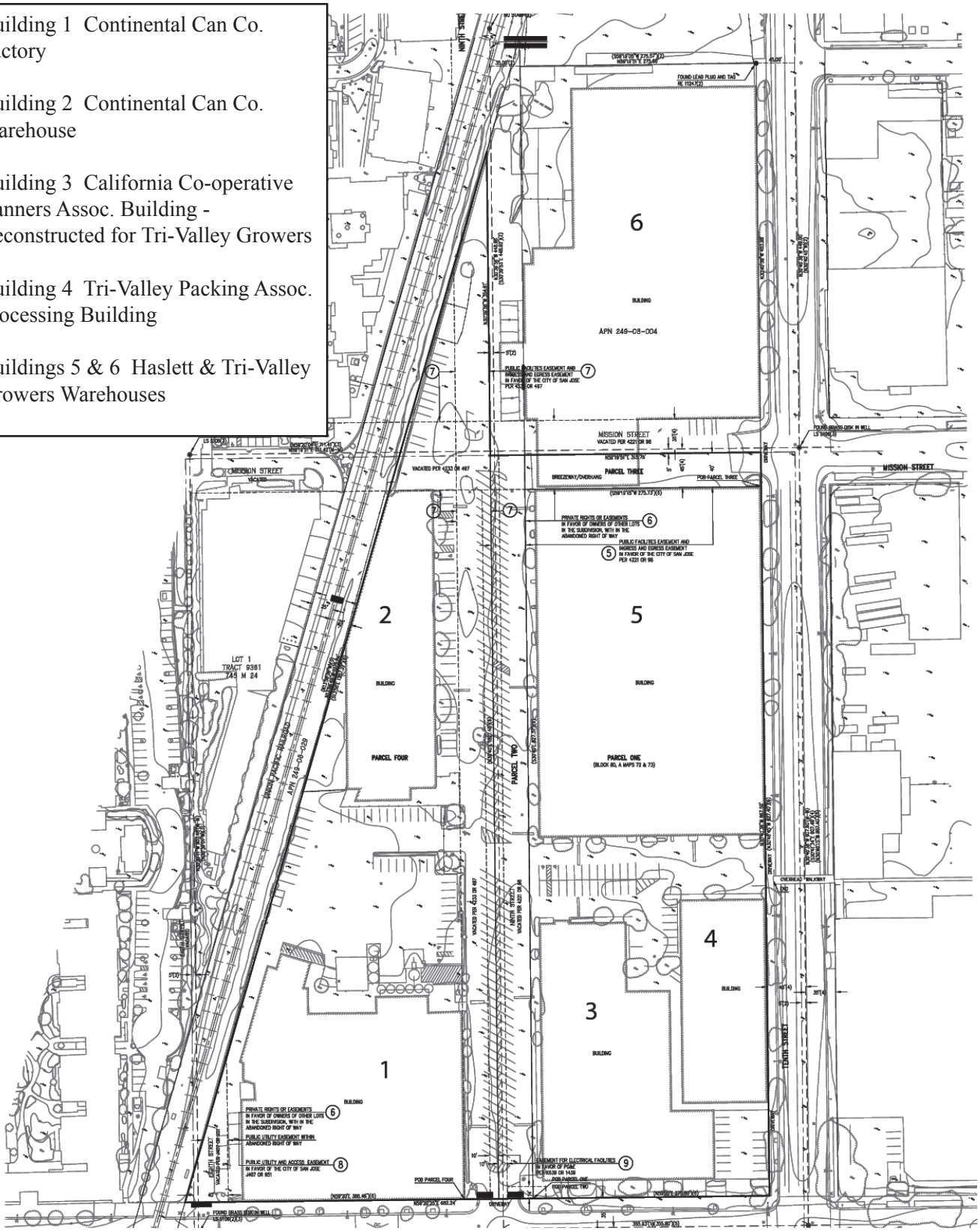
Building 1 Continental Can Co. Factory

Building 2 Continental Can Co. Warehouse

Building 3 California Co-operative Canners Assoc. Building - Reconstructed for Tri-Valley Growers

Building 4 Tri-Valley Packing Assoc. Processing Building

Buildings 5 & 6 Haslett & Tri-Valley Growers Warehouses



Source: Urban Programmers, 2008

N

Diagram of Building Locations

Figure 8

The rear of the building connects to several tall stainless steel storage tanks and other equipment used in the making and storing of beer. The building has been remodeled to provide large window openings and entrances as well as extensive equipment, tanks and piping used in the Gordon Biersch Brewery, the current use. This building and associated structures are part of the existing brewery and are not part of, nor would they be modified by, the proposed project.

Continental Can Company N. Can Factory and Can Warehouse (Building 2). The warehouse building is a two-story brick building that was originally a rectangle and extended in a form that follows the angle of the railroad to the west. It appears to have been designed in the corporate headquarters of Continental Can Company in Chicago. It was constructed with regular openings on the ground level that are windows filled with industrial square panes of glass and roll up door covered entrances. The second level windows are metal frame industrial glazed in four over four, regularly spaced on the east and west façades. The brick is laid in the English style with five stretcher rows between header rows, a common style. A band of reinforcing divides the two levels, extending on all façades of the building. A fault crack can be observed on the second level of the southeast corner and deterioration in the corner tower. The interior structure consists of wood posts, floors, and roof with a concrete floor. Remodeling for adaptive use began in 1969 when the Continental Can Company remodeled former bulk storage space for offices and training facilities. Subsequent alterations in the 1980's adapted the space for small business use, altering some of the openings where the large loading door was replaced with infill and a pedestrian door. Some of the window areas have also been replaced with infill designs. The predominant design is of the original openings on the east façade that exhibit the rhythm and form of the original design, however windows have been altered. The west façade, along the railroad is similar to the east with loading dock openings covered with rolling doors and banks of multi-pane windows. This side appears to be relatively intact exhibiting original materials and design. The cornice is a narrow overhanging gutter system, the roof a contemporary "cool roof" material. With the exception of fault and/or settling cracks, the building appears in very good condition.

Tri-Valley Growers Cannery/East of the former N. 9th Street and west of N. 10th Street/ Former Cannery (Buildings 3 and 4). The building is wood frame, two stories tall with stucco sheathing in a "L" shape that originally fronted Taylor Street with a single-story office at the corner (no longer extant). Portions of the two-story building (west section) may remain from the 1920's development period; however the building has been enlarged and redesigned on the exterior and interior concealing any original materials. The building was constructed with three distinct sections; the two-story section on the west that was used for syrup on the second level, and a one story (18') cannery area with a slightly lower (12') one-story office to the east. The sections were constructed on a concrete floor with wood posts supporting the low saw-tooth roof system running north to south, and corrugated iron sheathing on the exterior. The building is shown to be much the same in 1930, 1935, and 1950 as documented by the Sanborn Insurance Co. maps. In 1955, permit #20622 was issued for Carl N. Swenson Company to replace the old fruit processing sheds with a new building and extensively remodeling the cannery on the west side of Tenth Street. The improvements transformed the buildings, removing the assorted smaller buildings, sheds and structures and consolidating the cannery into one large building that would hold the expanded canning line equipment.

Another permit was issued in 1961, #035322-000-BD, but has not been found. The building is shown to be the same construction on the Sanborn Insurance Co. map (1915 updated to 1967), with an automatic fire alarm and interior walls adjusted and the addition on the north façade of a small shed for "fruit salad." San Jose Building permit #096322-000 was issued in 1976 that appears to add stucco to the exterior walls as well as other interior remodeling (complete permit was not available 7/15/08). Permits were issued in the mid 1980's and continue to be issued for remodeling and tenant improvements. The south façade (Taylor Street) has a curvilinear parapet in an adaptation of Mission Revival style that covers the first two sections, the office has a straight cornice. The south and west façades are divided by the floor levels with

the lower level primarily window and door openings that are slightly recessed with contemporary metal storefront systems. A contemporary structure of concrete columns and a metal rod structure shaped in a pediment/roof shape denote the main entrance. The north façade has a peaked gable parapet wall and contemporary design elements. A section of the building that was an office on the corner of Tenth Street and Taylor Street was demolished c.1990, leaving an open corner of landscaping. The remodeled building does not retain integrity.

In 1955, permit #20622 was issued to Carl N. Swenson Company to build a new building and appears to have included improving systems in other buildings (permit documents were not found). The rectangular building was set approximately 12 feet from the cannery filling the space between the cannery and Tenth Street. The design appears to have been a utilitarian flat wall design that was a single-story, (12') used for fruit preparation with a section on the north used as a machine shop. The roof was a saw-tooth structure (east to west) with six risers lined with metal frame industrial windows. It is not clear what siding material was used. It does not appear from the Sanborn map (1915 updated to 1967) that there were windows on the sides. The building is currently two-stories with a band of metal frame windows along the second story and large openings filled with store front type window systems along the lower level. The building does not exhibit 1955 utilitarian fruit processing building design, rather it is a contemporary adaptation exhibiting contemporary materials. The building appears in good condition, but does not retain integrity.

Former Haslett Company and Tri-Valley Growers Warehouses (Building 5). Early in the development of the site, a single story, reinforced concrete warehouse with a concrete slab floor/foundation was constructed to the north of the cannery for box making and storage. It appears the building was enlarged between 1930 and 1935 with additions to the east façade. The 1915 updated to 1950, Sanborn Insurance Co. Map shows the building has been enlarged to the north with the east side additions used for box making. In 1951, permit #012777 BD was issued for construction to the warehouse. The Sanborn Insurance map shows the warehouse filling the land from the interior rail spur to the edge of Tenth Street and extending with a new building beyond an iron covered receiving alley to the north. Wired glass skylights are evenly spaced in the wood truss roofs of these buildings. Added to the north of the later warehouse was a cold storage warehouse constructed with steel columns and a wood truss roof system. The walls were insulated with fiberglass. The design of the building appears to be an industrial flat wall without distinctive details. The buildings have been remodeled for small businesses with doorways and window openings outfitted with contemporary systems that allow storage and office spaces. The buildings appear in good condition. Part of the expanded warehouse and cold storage units are outside the proposed project. All buildings have been remodeled and have lost integrity.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
5. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA 15064.5?		X			7
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA 15064.5?			X		6

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X	1, 2
d) Disturb any human remains, including those interred outside of formal cemeteries?			X		1, 2

Discussion

Archaeological Resources

The archaeological review concluded that the project site has a moderate to high potential for prehistoric and historic resources, due to the following: 1) its proximity to Guadalupe River, an area rich in cultural resources, and 2) its location in an area of substantial historical development dating to the 1800's. Potential discovery and disturbance of buried cultural resources represents a significant impact that would be reduced to a less-than-significant level with the following mitigation and standard measures.

Standard Measures

The following measures are required by law and/or are City standard conditions of approval that will be incorporated into the project.

- Should evidence of prehistoric cultural resources be discovered during construction, work within 50 feet of the find shall be stopped to allow adequate time for evaluation and mitigation by a qualified professional archaeologist. If evidence of any archaeological, cultural, and/or historical deposits is found, hand excavation and/or mechanical excavation shall proceed to evaluate the deposits for determination of significance as defined by CEQA guidelines. The archaeologist shall submit reports, to the satisfaction of the City's Environmental Principal Planner, describing the testing program and subsequent results. These reports shall identify any program mitigation that the developer shall complete in order to mitigate archaeological impacts (including resource recovery and/or avoidance testing and analysis, removal, reburial, and curation of archaeological resources.)

- As required by County ordinance, this project shall incorporate the following guidelines. Pursuant to Section 7050.5 of the Health and Safety Code, and Section 5097.94 of the Public Resources Code of the State of California in the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the land owner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

Mitigation Measures

- Immediately after the site is cleared of structures, the project proponent shall retain a qualified archaeologist to search for buried archeological resources. In the event that resources are discovered, the archaeologist should submit a plan for the evaluation of the resource to determine its eligibility for inclusion on the California Register of Historic Resources. If eligible, a plan for mitigation/preservation of the resources shall be submitted to the City's Environmental Principal Planner for approval before any construction-related earthmoving is allowed inside the zone of archaeological sensitivity.

  The historic report shall be provided to the qualified archeologist to identify potentially sensitive areas, and a plan for the identification and evaluation of these resources be prepared in advance of site clearing. In the event that resources are discovered that qualify for inclusion on the CRHR, a plan for mitigation/preservation of the resources shall be submitted to the City's Environmental Principal Planner for approval before any construction-related earthmoving is allowed inside the zone of archaeological sensitivity.

Historical Resources

For the purposes of this project, a significant impact would occur if the project would have an effect on one or more properties listed on, or potentially eligible for, inclusion on the California Register of Historical Resources as a California Historical Landmark, or at the local level as a "City Landmark" or "Candidate City Landmark" in the City of San Jose Historic Resources Inventory. Such an effect could occur through demolition of or other substantial adverse change to an individually listed or eligible property, those properties contributory to a district, or through the implementation or other adverse effects as a whole or in a manner such that the district's integrity could be compromised.

The structures on the property were evaluated using the criteria of the City of San Jose Historic Preservation Ordinance; the California Register of Historic Resources (CRHR) and the National Register of Historic Places (NRHP). When evaluated by these criteria, the former warehouse of the Continental Can Company was determined eligible for listing in the CRHR and as a San Jose Structure of Merit.

The buildings and structures of the former Tri-Valley Growers were determined not eligible for listing in the National Register of Historic Places or the CRHR due to the loss of integrity. The buildings and structures were determined to rate within the category of "Structure of Merit" under the San Jose criteria, which does not place the same importance on integrity.

The Haslett warehouses were ancillary storage to the fruit processing plant and do not meet the level of significance to be listed in the National Register of Historic Places or CRHR, and are not significant to the history of San Jose. The results of the historical evaluation are summarized below.

City of San Jose Historic Evaluation. The City of San Jose's Historic Preservation Ordinance contains criteria that defines structures of historical value based on the following factors:

1. Identification or association with persons, eras or events that have contributed to local, regional, state and national history, heritage or culture in a distinctive, significant or important way;

2. Identification as, or association with, a distinctive, significant, or important work or vestige:

   a. Of an architectural style, design or method of construction;
   b. Of a master architect, builder, artist or craftsman;

c. Of high artistic merit;
d. The totality of which comprises a distinctive, significant or important work or vestige whose component parts may lack the same attributes;
e. That has yielded or is substantially likely to yield information of value about history, architecture, engineering, culture or aesthetics, or that provides for existing and future generations an example of the physical surroundings in which past generations lived or worked; or
f. The factor of age alone does not necessarily confer a special historical architectural, cultural aesthetic or engineering significance, value or interest upon a structure or site, but it may have such effect if a more distinctive, significant or important example thereof no longer exists.

Based on the criteria identified in the Landmarks Commission's *Evaluation for Significance*, the historical review determined that the Continental Can Company warehouse (Building 2 in Figure 8 and Building D on the site plan) is eligible as a Candidate City Landmark, and the TVG warehouse and Cannery Buildings are eligible as Structures of Merit within the City of San Jose.

Because the buildings were associated with the same industry, food processing, the potential for a historic district was considered. The main cannery was constructed for the California Co-Operative Canners Association circa 1920, on the block bounded by Ninth, Tenth, Taylor, and Mission Streets. The buildings that appear on the Sanborn Insurance Company maps were enlarged and modernized through the 1960's and then remodeled after 1980 for small business uses that eliminated the identifiable architecture of the cannery facility. The cannery closed in November 1970, with the equipment shipped to the new plant in Modesto. Vacant or used for storage for a few years, the property was sold and the buildings were extensively remodeled to accommodate multiple light industrial tenants. In the late 1970's through the 1990's new façades were added and it is unknown how much of the original building remains beneath the façades. A Mission Revival parapet facing to Taylor Street appears to relate to an original form as do saw-tooth roof lines, but much of the rest of the building is altered. Because the integrity of a building is judged by "its ability to convey the reason for its significance", in the case of the cannery buildings, the remodeling and alterations have eroded the integrity of the "cannery." The buildings no longer convey the past use.

California Register of Historical Resources. In order for a resource to be eligible for the California Register, a property must be significant at the local, state or national level, under one or more of the four criteria of significance listed below. These are essentially the same as National Register criteria with more emphasis on California history. A historical resource would be significant at the local, state, or national level if it meets one or more of the following criteria:

1. It is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history and cultural heritage of California or the United States.
2. It is associated with the lives of persons important to the nation or to California's past.
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.
4. It has the potential to yield information important to the prehistory or history of the local area, state or the nation (this criteria applies primarily to archaeological sites).

In addition to having significance, resources must have integrity. Integrity is the authenticity of a historical resource's physical identity as evidenced by the survival of characteristics or historic fabric that existed during the resource's period of significance. To be eligible for listing, the resources must retain enough of their character or appearance to be recognizable as historical resources and convey the reasons for their significance.

Continental Can Company- factory and warehouse: The former Continental Can Company property was considered under the historical context of the Inter-war period (1918-1945) within the theme of Manufacturing and Industry (can manufacturing) ancillary to the primary economic industry of food processing (fruit preserving). During this period, food processing dominated the San Jose economy, also affecting social and civic activities. After the "can" became the accepted container for preserving fruit c.1900, the manufacture of cans became an important ancillary industry necessary to support the canneries in San Jose. Continental Can Company located its can factory on the edge of San Jose, constructing brick and concrete buildings in close proximity to the canneries that were often constructed of wood posts with corrugated sheet metal sides. The second largest can manufacturing company in the nation, Continental Can Company initially produced three part cans (top, bottom and cylinder) in the San Jose factory supplying many of the canneries in the county. The buildings, structures and yard that were developed for can manufacturing have been adapted for new uses. The warehouse body lines retain integrity of the historic architecture. The warehouses (adapted to small tenants) exhibit visual identity as they were during the former use, and therefore the Continental Can Company buildings meet Criteria 1 of the California Register of Cultural Resources.

The Continental Can company buildings do not appear to be directly associated with the lives of persons individually important to San Jose, the state or the nation. The brick industrial building constructed for the Continental Can Company embodies the distinctive characteristics of corporate architecture in the design and materials of the brick industrial buildings developed in the 1920's. The warehouse buildings developed for the Continental Can Company appear to meet criteria 3 of the CRHR.

California Co-Operative Canneries Association Cannery - TVG Evaluation: The buildings that were the Tri-Valley Growers cannery and warehouses are considered as one site. The primary buildings, the cannery and fruit preparation building (c. 1955-56), were extensively remodeled in the 1970s - 90s resulting in the loss of integrity because they no longer convey the previous use and for which they are considered potentially significant. Buildings that have lost integrity are not eligible for listing in the CRHR.

The former Tri-Valley Growers property was considered under the historical context of the Inter-war period 1918-1945 within the theme of agriculture (fruit-processing). During this period, food processing dominated the economy of San Jose, also effecting social and civic activities. Canneries that were established in the earlier context period of Horticulture 1870-1917 were greatly expanded or developed in new locations, generally on the perimeter of the City. The new canneries and their related industries are evidence of the significant contribution of this industry to the economy of the city and county. The significant physical element in this category is the cannery. The subject buildings, structures and yard developed for cannery use, have been redeveloped for small business tenants eliminating most historic architecture and materials. Although the association to the property exists, the buildings do not retain integrity of the association or architecture. The main cannery buildings and the warehouses do not exhibit visual identity with the former use, and therefore do not meet the California Register of Cultural Resources criteria. The property is not eligible under Criteria 1 due to a loss of integrity.

Although the Tri-Valley Growers property was associated with the business of fruit canning, it does not appear that the property was directly associated with individual persons important to local, state or national history. The property is not eligible under Criteria 2 because no individuals associated with the property were important in the history of San Jose, California, or the nation. The industrial site, formerly the Tri-Valley Growers cannery, has been remodeled and does not embody the distinctive characteristics of the former cannery plant that included circulation, storage, power and conveyors. The redeveloped buildings do not embody distinctive characteristics of a type, period, region or method of construction, or represent the work of a master, nor do they possess high artistic values. The former Tri-Valley Growers

site has been extensively developed with buildings and redeveloped, including drainage and foundations. For this reason, it is unlikey to yield information important to the prehistory or history of the local area, state or nation.

Consideration was given to the potential for a local Historic District that would include additional resources, the overhead conveyor housing on Tenth Street and the warehouses on the east side of Tenth Street. It was concluded in the historical evaluation that the main cannery and related buildings on both sides of Tenth Street have been substantially remodeled, resulting in the loss of integrity, or are not over 50 years old.

National Register of Historic Places. Specific criteria are used to evaluate a historic property's eligibility for the National Register. To meet the National Register standards, a property must satisfy at least one of the criteria below, be associated with an important historic context, and retain the historic integrity of features that conveys its significance (National Park Service, 1992).

1. A property must be 50 years old.
2. The resource must retain architectural and historical integrity.
3. The resource must meet at least one of the following criteria:
   a. are associated with events that have made a significant contribution to the broad patterns of our history; or
   b. are associated with the lives of persons significant in our pasts; or
   c. embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinctions; or
   d. have yielded, or may be likely to yield, information important in prehistory or history.

<u>Continental Can Company- factory and warehouse:</u> The warehouse, although an ancillary building, for some periods it included factory uses and is associated with food processing, an industry that made a significant contribution to the broad patterns of history in San Jose during the Inter-War Era. The Continental Can Company warehouse is one of the few brick industrial buildings in San Jose that exhibits the distinctive characteristics of national corporate industrial architecture from the 1920's-30's. However it does not posses high artistic values. When considered with the former Continental Can Company Factory (Gordon Biersch Brewery) originally on the same parcel the two buildings appear to represent a significant and distinguishable entity whose components may lack individual distinction. Due to the extensive construction on the site it is unlikely to yield information important in prehistory or history. The Continental Can Company warehouse building retains integrity and is over 50 years old. Although remodeled in some areas, it continues to portray the historic architecture of the corporate design for a national company warehouse. The Continental Can Company warehouse does not appear eligible for individual listing but does appear eligible for listing in the National Register of Historic Places under Criteria C when considered together with the 1934 Continental Can Company factory building.

<u>California Co-Operative Canneries Association Cannery- TVG Evaluation:</u> As described above under the CRHR, the integrity of the Tri-Valley Growers cannery site and buildings that are over 50 years old has been lost due to extensive remodeling. Integrity is a threshold for listing in the National Register of Historic Places. The resource must retain enough of its historic character or appearance to be recognizable as a historic property, and to convey the reason for its significance. The buildings do not appear eligible for listing in the National Register of Historic Places due to the loss of integrity.

Conclusion. The warehouse of the former Continental Can Company appears eligible for listing in the California Register of Historic Resources under Criteria 3, and in the National Register of Historic Places under Criteria C. Remodeling and disturbance of the Continental Can Company warehouse building

would represent a significant impact under CEQA. The remaining buildings on the site do not appear eligible for listing in the California or National Registers due to the loss of integrity.

Based on the criteria identified in the San Jose Landmarks Commission's *Evaluation for Significance*, the Continental Can Company warehouse is also eligible as a Candidate City Landmark, and the TVG warehouse and cannery buildings (Buildings 3 and 4 in Figure 8) are eligible as Structures of Merit within the City of San Jose.

The project proposes to retain the Continental Can Company warehouse (Building 2 in Figure 8 and Building D on the site plan) and adaptively retrofit the building for residential units and artist studio space. The proposed modifications to this historic structure were reviewed by the Architectural Resources Group, Inc. (November 2009) for compliance with the *Secretary of Interior's Standards for Rehabilitating Historic Property* (see Appendix C). The intent of the standards is to assist in the long-term preservation of a historic property's significance through the preservation of historic materials and features. The analysis of the project's conformance with the standards by Architectural Resources Group concluded that, given the challenges inherent in reusing a historic warehouse building, the proposed project incorporates a design approach in keeping with the Secretary of Interior's standards.

The project applicant proposes to preserve and rehabilitate the Continental Can Company warehouse in accordance with the Secretary of Interior standards as described above. Rehabilitation plans would be submitted to the City's Historic Preservation Officer for review prior to issuance of the appropriate permits. Final rehabilitation plans would be subject to approval by the Director of Planning, Building, and Code Enforcement and Director of Public Works.

Demolition of the two Structures of Merit (Buildings 3 and 4 in Figure 8) on the project site would represent a potentially significant impact to these locally historic resources. This impact would be reduced to a less-than-significant level with implementation of the following mitigation.

Mitigation Measures

- The project applicant shall submit photographic documentation as specified by the professional staff at History San Jose for the two City Structures of Merit on the site (Buildings 3 and 4). The documentation modes, level, and number/orientation of views shall be approved by the City's Historic Preservation Officer. Two copies of the completed documentation shall be submitted to the City's Historic Preservation Officer. One copy should be retained by History San Jose for their archives. The photo documentation shall conform to the City's standard requirements set forth below. Provide selected black and white views of the existing building according to the following standards:

    - *Cover sheet* – The documentation shall include a cover sheet identifying the photographer, providing the address of building, common or historic name of the building, date of construction, date of photographs, and description of photographs.
    - *Camera* – A 35mm camera.
    - *Lenses* – No soft focus lenses. Lenses may include normal focus length, wide angle and telephoto.
    - *Filters* – Photographer's choice. Use of a pola screen is encouraged.
    - *Film* – Must use black and white film; tri-X, Plus-X, or T-Max film is recommended.
    - *View* – perspective view-front and other elevations. All photographs shall be composed to give primary consideration to the architectural and/or engineering features of the structure with aesthetic considerations necessary, but secondary.

- *Lighting* – Sunlight is usually preferred for exteriors, especially of the front façade. Light overcast days, however, may provide more satisfactory lighting for some structures. A flash may be needed to cast light into porch areas or overhangs.
- *Technical* – All areas of the photograph must be in sharp focus.
- *Submission of Photo-Documentation:* Provide three copies of the documentation, including the original prints and negatives, to the Historic Preservation Officer for approval and distribution to History San Jose (Jim Reed, History San Jose, 1650 Senter Road, San Jose, CA 95112-2599, (408) 287-2290), the California Room at the MLK Jr. Library (Bob Johnson, Dr. MLK Jr. Library, California Room, 150 E. San Fernando St., San Jose, CA 95112, (408) 808-2136), and the Northwest Information Center at Sonoma State University. Digital photos may be provided as a supplement to the above photo-documentation, but not in place of it. Digital photography shall be recorded on a CD and submitted with the above.

F. GEOLOGY AND SOILS

Setting

A preliminary geotechnical investigation was prepared for the project by Cornerstone Earth Group (July 2008). This report is contained in Appendix D. The project is located on a relatively flat site at an elevation of approximately 60 feet above mean sea level. The local topography is relatively flat. The area surrounding the subject property is underlain by deposits of the San Jose Plain, which consist of unconsolidated floodplain sediments. The project site is currently developed with buildings and pavement.

Based on findings of the preliminary geotechnical report, surface pavements on the site generally consist of about 1½ to 7 inches of asphalt concrete over 1 to 5 inches of granular base material. Below the surface pavement, a layer of medium stiff to stiff clayey silt was encountered to a depth of about 3½ to 4½ feet; the surficial silt is underlain by medium stiff to very stiff moderately compressible clay to a depth of about 40 feet. Below 40 feet, borings encountered interbedded layers of silts and clays to the termination depth of 50 feet. Groundwater was found at a depth of about 13 feet below current grades; groundwater was encountered at a depth of about 10 feet at the adjacent site to the north. The historic high groundwater depth is less than 10 feet for the area. A plasticity index test was conducted on a representative soil sample found at a depth of 14 feet. Results indicate that the soil has a moderate expansion potential.

The project site is located within the seismically active San Francisco Bay Area. Significant earthquakes that occur in the Bay Area are generally associated with the San Andreas Fault system, located about eight miles southwest of the site. Other active faults in the area are the Hayward Fault (southeast extension), about nine miles northeast of the site; the Calaveras Fault, about nine miles northeast of the site; and the Monte Vista-Shannon Fault, about 14 miles southwest of the site. The project is not located on any faults; therefore the potential for fault rupture on the site is low. In addition, the project is not mapped within an Alquist-Priolo Earthquake Fault Zone or a Santa Clara County Fault Hazard Zone.

No geotechnical studies have been completed for the project site. However, the site is located within the State of California Seismic Hazard Zone for Liquefaction, Zone of Required Investigation (CGS, 2001). Tests conducted as part of the geotechnical analysis indicate that a few tin layers of soil on the site could experience liquefaction, resulting in soil softening and post-liquefaction total settlement of less than ½-inch. Differential settlements are anticipated to be less than ½ inch (over a horizontal distance of 50 feet).

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
6.	GEOLOGY AND SOILS. Would the project:					
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i)	Rupture of a know earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?				X	1, 8
ii)	Strong seismic ground shaking?				X	1, 2, 8
iii)	Seismic-related ground failure, including liquefaction?				X	1, 2, 8
iv)	Landslides?				X	1, 2, 8
b)	Result in substantial soil erosion or the loss of topsoil?				X	1, 2, 8
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X		1, 2, 8
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X		1, 2, 8
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X	1, 2

Discussion

From a geotechnical viewpoint, the project is feasible provided the geotechnical concerns identified in the preliminary geotechnical report are addressed. These are as follows:

- Potential for significant static settlements due to compressible soils
- Shallow groundwater
- Presence of moderately expansive soils

Static Settlement. The project site is underlain by moderately compressible clayey soils. Since the planned structures may be partially below-grade, the new foundations may be located near or below the groundwater level, resulting in relatively large static settlements. These can be minimized through standard engineering methods identified in the geotechnical report.

Shallow Groundwater. Shallow groundwater could impact grading and underground construction, which could include wet and unstable subgrade soils, difficulty achieving compaction, and difficult underground utility installation. Dewatering of utility trenches and/or basement excavation below a depth of seven feet

may be required, in addition to subgrade stabilization and waterproofing beneath some slabs. These conditions can be minimized through standard engineering methods identified in the geotechnical report.

Moderately Expansive Soils. Moderately expansive surface soils cover portions of the site. Expansive soils expand and contract and can damage planned structures if not mitigated. Impacts from moderately expansive soils on the site would be minimized through standard engineering methods identified in the geotechnical report.

The project would require the grading and export of approximately 30,000 cubic yards of material. The project site is not located in an area of high erosion; however, development of the proposed project would include demolition, construction, and grading activities that may result in a temporary increase in erosion. Standard measures are incorporated to ensure that no significant impacts would occur with respect to erosion. This potential impact is further discussed below and in section **I. Hydrology and Water Quality** of this Initial Study.

Due to its location near several major faults the project would be subject to moderate to strong ground shaking from earthquakes on any of the nearby active fault systems during the design life of the development. Because the potential for liquefaction on the site is considered high, liquefaction and differential settlement could occur on the site during an earthquake. The proposed structures would be designed and constructed in conformance with the Uniform Building Code Guidelines for Seismic Zone 4 to avoid or reduce potential damage from seismic activity. Conformance with standard Uniform Building Code Guidelines would minimize potential impacts from seismic shaking on the site. This impact is, therefore, considered less-than-significant.

The project would result in less-than-significant impacts associated with geology and soils through implementation of the standard measures identified below.

Standard Measures

The following measures are required by law and/or are City standard conditions of approval that will be incorporated into the project.

- The proposed structures on the site shall be designed and constructed in conformance with the Uniform Building Code Guidelines for Seismic Zone 4 to avoid or minimize potential damage from seismic shaking on the site.

- Prior to the issuance of a Public Works Clearance, a design-level geotechnical analysis shall be prepared by a qualified geologist and submitted to the Director of the Department of Public Works for approval. The project shall be designed and constructed in accordance with the specific recommendations of the design-level geotechnical investigation.

G. GREENHOUSE GAS EMISSIONS

Setting

Various gases in the earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. Solar radiation enters the atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. Greenhouse gases, which are transparent to solar radiation, are effective in

absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is retained, resulting in a warming of the atmosphere known as the greenhouse effect.

Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for enhancing the greenhouse effect. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation. A byproduct of fossil fuel combustion is CO_2. Methane, a highly potent GHG, results from off-gassing associated with agricultural practices and landfills. CO_2 accounts for approximately 85% of total GHG emissions from human sources, and methane and nitrous oxide account for almost 14%.

Regulatory Environment

Global climate change resulting from GHG emissions is an emerging environmental concern at the international, national, statewide, and local levels. A brief summary of the more recent strategies in place is provided below.

Federal

The United States participates in the United Nations Framework Convention on Climate Change (UNFCCC). While the United States signed the Kyoto Protocol, which would have required reductions in GHGs, Congress never ratified the protocol. The federal government chose voluntary and incentive-based programs to reduce emissions and has established programs to promote climate technology and science. In 2002, the U.S. announced a strategy to reduce the greenhouse gas intensity of the American economy by 18 percent over the 10-year period from 2002 to 2012. To date, the U.S. EPA has not regulated GHGs under the Clean Air Plan.

State

AB 1493. California Assembly Bill 1493 (Pavley), enacted on July 22, 2002, required the California Air Resources Board (CARB) to develop and adopt regulations that reduce greenhouse gases emitted by passenger vehicles and light-duty trucks. Regulations adopted by CARB apply to 2009 and later-model-year vehicles. However, the regulation was stalled by automaker lawsuits and the EPA's refusal to grant California an implementation waiver. However, the EPA later granted California's waiver June 30, 2009, enabling California to enforce AB 1493.

Executive Order S-3-05. Governor Schwarzenegger signed Executive Order S 3 05 on June 1, 2005, which established the following reduction targets for greenhouse gas emissions:

- By 2010, reduce greenhouse gas emissions to 2000 levels;
- By 2020, reduce greenhouse gas emissions to 1990 levels; and
- By 2050, reduce greenhouse gas emissions to 80 percent below 1990 levels.

Executive Order S-01-07. Executive Order S-01-07 was signed by the Governor on January 18, 2007. The order mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. It also requires that a Low Carbon Fuel Standard for transportation fuels be established for California.

SB 97. Senate Bill 97 was passed in August 2007 and added Section 21083.05 to the Public Resources Code. The code states "(a) On or before July 1, 2009, the Office of Planning and Research shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the Office of Planning and Research pursuant to subdivision (a)."

AB 32. In 2006, the California State Legislature enacted AB 32, the California Global Warming Solutions Act. AB 32 requires that greenhouse gases emitted in California be reduced to 1990 levels by 2020. CARB is the state agency charged with monitoring and regulating sources of emissions of greenhouse gases that cause global warming in order to reduce emissions of greenhouse gases. CARB approved the Climate Change Scoping Plan (Scoping Plan) in December 2008. The Scoping Plan outlines actions to obtain the goal set out in AB 32 of reducing emissions to 1990 levels by 2020. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health". The measures in the Scoping Plan will be in place by 2012. The Scoping Plan's recommendations for reducing greenhouse gas emissions to 1990 levels by 2020 providing for emission reduction measures, including a cap-and-trade program linked to Western Climate Initiative partner jurisdictions, green building strategies, recycling and waste-related measures, and Voluntary Early Actions and Reductions.

SB 375. California Senate Bill 375 passed on August 30, 2008 and was signed by the Governor on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of greenhouse gas emissions, which emits over 40 percent of the total greenhouse gas emissions in California. SB 375 states that "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing greenhouse gas emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

Executive Order S-13-08. Pursuant to the requirements in this Executive Order, in December 2009 the California Natural Resources Agency released its 2009 California Climate Adaptation Strategy. The Strategy is the "…first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States." Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

CALGREEN Code. In July 2010, California adopted mandatory building regulations for all new construction in the state in order to achieve major reductions in greenhouse gas emissions, energy consumption, and water use. The CALGREEN Code will take effect January 1, 2011.

Regional

The BAAQMD recently released its updated CEQA Guidelines (June 2010), which contain methodology and thresholds of significance for evaluating GHG emissions. The BAAQMD thresholds were developed specifically for the Bay Area after considering the latest Bay Area GHG inventory and the effects of AB 32 scoping plan measures that would reduce regional emissions. BAAQMD intends to achieve GHG reductions from new land use developments to close the gap between projected regional emissions with AB 32 scoping plan measures and the AB 32 targets. For the purposes of this analysis, the threshold of

significance for operational-related GHG emissions for the project is 4.6 metric tons of CO_2 equivalent per service population per year (or CO_2e/SP/yr), where the service population represents residents and employees.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Source(s)
7.	GREENHOUSE GAS EMISSIONS. Would the project:					
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		1, 6
b)	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		1, 6

Discussion

Greenhouse Gas Evaluation and Results

The air quality analysis for the project included an evaluation of greenhouse gas emissions as required by CEQA and the recently adopted BAAQMD Guidelines (refer to Appendix A). The GHG analysis estimated the net GHG emissions of the project using the Bay Area Greenhouse Gas Model (BGM). Inputs to the BGM included the URBEMIS2007 modeling files for the project using the year 2020, and the existing uses as baseline using the year 2015 for a conservatively low baseline emission estimate. The BGM uses the URBEMIS2007 file to provide GHG emissions in the form of equivalent CO_2 emissions (CO_2e) in metric tons (MT) per year. The model provides emissions data for transportation, area sources, electricity consumption, natural gas combustion, electricity usage associated with water usage and wastewater discharge, and solid waste land filling and transport. Table 5 presents the net annual unmitigated and mitigated GHG emissions of the project. The mitigations applied are requirements of the City of San Jose in their Private Sector Green Building Policy (6-32).

Table 5 also contains the computed GHG efficiency metric. This metric is computed by dividing the total annual emissions in metric tons by the service population. The service population is computed by adding the project population and workforce. Population was computed as 792 new persons based on an average of 1.96 persons per unit for the 403 new dwelling units[2]. The workforce for both the retail and office uses were computed as 28 new employees, based on one new worker per 500 square feet of restaurant and artist studio.

[2] Based on 1 person per studio, 1.5 persons per one-bedroom unit, 2.0 persons per two-bedroom unit, and 2.88 persons per three-bedroom and live/work units.

Table 5 GHG Annual Operational Emissions in Metric Tons per Year			
Source Category	**Unmitigated Project – Baseline CO_2e**	**Mitigated Project CO_2e**	**Mitigated Project CO_2e Converted for PG&E Rates**
Transportation	1,101.49	978.77	978.77
Area Source	3.14	3.14	3.14
Electricity	371.75	192.89	69.47
Natural Gas	514.00	400.32	400.32
Water & Wastewater	42.84	40.68	27.17
Solid Waste	266.20	3.87	3.87
Total	**2,299.41**	**1,619.68**	**1,482.75**
Service Population (proposed)	Based on 1.96 person/du		792
	Based on 1 job/500 sf non residential use		61
Service Population (existing)	Based on 1 job/500 sf non residential use		-420
Net Service Population			433
	CO_2e Rate per Capita		**3.42**
BAAQMD Threshold			*4.6*

The results of the GHG analysis show that the proposed project would not exceed the applicable BAAQMD threshold for operational GHG emissions of 4.6 MT CO_2e per service population per year. In addition, the project would be consistent with implementation of AB 32 with proposed implementation of City and State energy efficiency requirements. The proposed project would have a less-than-significant impact from GHG emissions.

The project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases because the proposed project is well below the BAAQMD thresholds for land development projects and will not conflict with the early action measures applicable to this project.

Effects of Climate Change on the Project

Global temperature increases and associated hydrological changes may significantly impact water supply and quality, ecosystems/natural resources, and human health. In general terms, climate change is expected to put a number of stressors on the planet's ecosystems. Human health and welfare are also likely to be affected by warmer temperatures that may include: more frequent and extreme heat events; increased ground-level ozone; increased illness due to increased flooding and drought events, and; increased frequency and intensity of wildfires.

H. HAZARDS AND HAZARDOUS MATERIALS

Setting

A Phase I Environmental Assessment was prepared for the project by Geocon Consultants to determine the potential for hazardous materials contamination on the property (November 2005). This report is contained in Appendix E.

The Phase I Assessment included the following: 1) review of previous Phase I and Phase II studies conducted on the project site, 2) search of files from the San Jose Building Division (SJBD), the San Jose Fire Department (SJFD), and the Santa Clara County Department of Environmental Health (SCCDEH), 3) review of historic aerials and maps of the area, 4) a regulatory database search, and 5) site surveys.

The project site is bounded by Taylor Street to the north, Tenth Street to the east, and the Union Pacific railroad tracks to the west. The property currently contains four buildings occupied by multiple tenants. Historically, the project site was used for former cannery and related uses until about 1985. More recently, the buildings have been occupied by a variety of commercial and light industrial uses, including auto body shops. The existing site layout is shown in the aerial in Figure 3.

Uses surrounding the project site consist of the following: multi-family residential to the west (across the railroad tracks); warehouses, surface lot storage, and metal clad buildings to the east along Tenth Street; multi-family residential and a gas station to the south; and warehouses and surface storage lots to the north. The Gordon Biersch Brewery, located on the northwest corner of Taylor and Ninth Streets, is located adjacent to the site but is not part of the proposed improvements.

A database search was conducted to identify recorded hazardous materials incidents in the project area. This review included federal, state, and/or local lists of known or suspected contamination sites; known generators/handlers of hazardous waste; known waste treatment, storage, and disposal facilities; and permitted underground storage tank sites. The database search indicated that 1) no underground storage tanks (USTs) are currently reported for the site, 2) hazardous materials/wastes have been reported as being used and/or stored at the site, and 3) two incident reports of hazardous material releases have been completed for the site. In addition, five open case files for a leaking UST occur within 1/8 of a mile from the project site. One of these properties, the Gordon Biersch Brewing Company, could potentially impact the project. The Gordon Biersch site (former Continental Can Company) utilized multiple USTs containing petroleum fuels and solvents that could impact the project site.

In 1989, a geotechnical investigation on the south portion of the project site opposite the Gordon Biersch property encountered hydrocarbon odors in the soil. An environmental investigation was conducted in 1990, which included the installation of 16 groundwater monitoring wells on the property. Data indicated that groundwater beneath the project site had detectable concentrations of total petroleum hydrocarbons.

In 2006, additional site characterization work was conducted on the project site to help evaluate existing conditions (Geocon, March 2008). This included collection of passive/active soil gas and indoor air samples, soil samples, and grab-groundwater samples. This investigation identified elevated levels of volatile organic compounds (VOCs) in the soils and groundwater. Geocon prepared a work plan to further investigate and determine the extent of these residual chemicals, and are awaiting approval of the plan by the Regional Water Quality Control Board (RWQCB). Initial consultation with the RWCQB indicated that excavation and removal of impacted soils and appropriate design (e.g., thickness of slabs, development over garages, etc.) would avoid adverse effects from the residual chemicals on proposed residential development.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
7. HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X			1, 9, 10
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X			1, 9, 10
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?			X		1, 9
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X	9
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X	1
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X	1
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	1
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X	1

Discussion

The project is not located within an airport land use plan, but is located within two miles of the Mineta San Jose International Airport. The project would not result in any safety hazards associated with airport operations. The proposed residential use would not produce hazardous emissions or involve the handling of hazardous materials. In addition, the project is not located along an evacuation route and would not otherwise interfere with an emergency evacuation plan, nor would it result in any impacts associated with wildland fires.

Based on the results of the Phase I and Limited Phase II studies, the project site could be impacted by hazardous materials, as summarized below.

- Groundwater investigations performed at the site have determined that petroleum hydrocarbons and chlorinated solvents are present in groundwater beneath the project site.

- Former operations at the Gordon Biersch Brewery site (formerly the Continental Can Company) included the use of multiple USTs that contained petroleum products and solvents, which have the potential to impact soil and/or groundwater at the site.

- Due to their age, the existing structures on the site may have asbestos-containing materials (ACMs) and lead-based paint. Specific analytical testing for these materials would be required prior to any demolition activities, and suspect materials removed prior to demolition.

Demolition and construction activities for the proposed project could result in the release of hazardous materials associated with potential contaminants in onsite soils and groundwater. This represents a significant impact that would be reduced to a less-than-significant level with implementation of the following standard and mitigation measures.

Standard Measures

The following measures are required by law and/or are City standard conditions of approval that will be incorporated into the project.

- All potentially friable asbestos-containing materials shall be removed in accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or renovation that may disturb the materials. All demolition activities will be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations.

- During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1, including employees training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed.

Mitigation Measures

- Prior to construction, the applicant shall obtain approval of a Corrective Action Plan (CAP) or similar from the Santa Clara County Department of Environmental Health that identifies measures for appropriately removing and/or managing chemicals detected in onsite soils and groundwater in accordance with all regulatory requirements to assure public health and safety.

I. HYDROLOGY AND WATER QUALITY

Setting

The project site is essentially flat and lies at an elevation of about 60 feet above mean sea level. Storm runoff from the project site currently flows into onsite inlets and storm lines that connect with the City's existing storm drainage system. Impervious surfaces, consisting of the existing building footprints and pavement, cover the majority of the site. The only portions of the site that are pervious are areas that support planted trees.

The project site does not contain any natural drainages or waterways. The nearest waterways are Guadalupe River and Coyote Creek, located about a mile to the west and east, respectively. The Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA) indicate that the project site is located outside of the 100 year floodplain.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
8.	HYDROLOGY AND WATER QUALITY. Would the project:					
a)	Violate any water quality standards or waste discharge requirements?				X	1, 2
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local ground water table level (for example, the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X	1, 2
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.			X		1, 2
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X		1, 2, 11
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			X		1, 2
f)	Otherwise substantially degrade water quality?			X		1, 2, 11
g)	Place housing within a 100-year flood-hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X	2
h)	Place within a 100-year flood-hazard area structures, which would impede or redirect flood flows?			X		2
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X	1, 2
j)	Inundation by seiche, tsunami, or mudflow?				X	1, 2

Discussion

Flooding/Drainage

The project site is approximately 11.4 acres (497,900 square feet) in size. The property is currently covered with 474,800 square feet of impervious surfaces, in the form of existing building footprints and pavement. Approximately 21,400 square feet of the site contains pervious surfaces (i.e., in the planted tree

areas). As shown in Table 5, the project would result in a total of 398,400 square feet of impervious surfaces, resulting in a net decrease of 76,400 square feet (-15%) of impervious area.

Table 5
Pervious and Impervious Surfaces Comparison

	Existing Condition (s.f.)	%	Proposed Condition (s.f.)	%	Difference (s.f.)	%
Site: 11.4 acres 497,900 s.f. Building Footprint(s)	274,000	55	211,100	42	62,900	-13
Parking/Private Drive	81,300	16	57,700	12	23,600	-4
Public Street	101,100	20	45,300	9	55,800	-11
Sidewalks, Patios, Paths, etc.	18,400	4	84,300	17	65,900	+13
Landscaping	21,400	4	101,700	20	80,300	+16
Total	**496,200**	**99**	**500,100**	**100**	**3,900**	
Impervious Surfaces	474,800	95	398,400	80	76,400	-15
Pervious Surfaces	21,400	4	101,700	20	80,300	+16
Total	**496,200**	**99**	**500,100**	**100**	**3,900**	

ASSUMPTIONS
1. The areas listed in the surfaces table are based upon the Development Plan prepared by CBG and LPMD.
2. The information provided in this surface table is based upon information available at this time and this office assumes no liability for changes in areas due to unforeseen conditions required by governing agencies.
3. Existing condition areas are based upon the topographic information provided by Aerometric Surveys March 5, 2008.
4. The historic Cannery Building is assumed to be remain and the proposed building footprint is assumed to be the same as existing.
5. Ninth Street is assumed to be a public street for existing and proposed conditions.
6. The Gordon Biersch site areas are assumed to be the same for existing and proposed conditions.
7. Areas are assumed to be approximate and carried to the nearest 100 square feet.

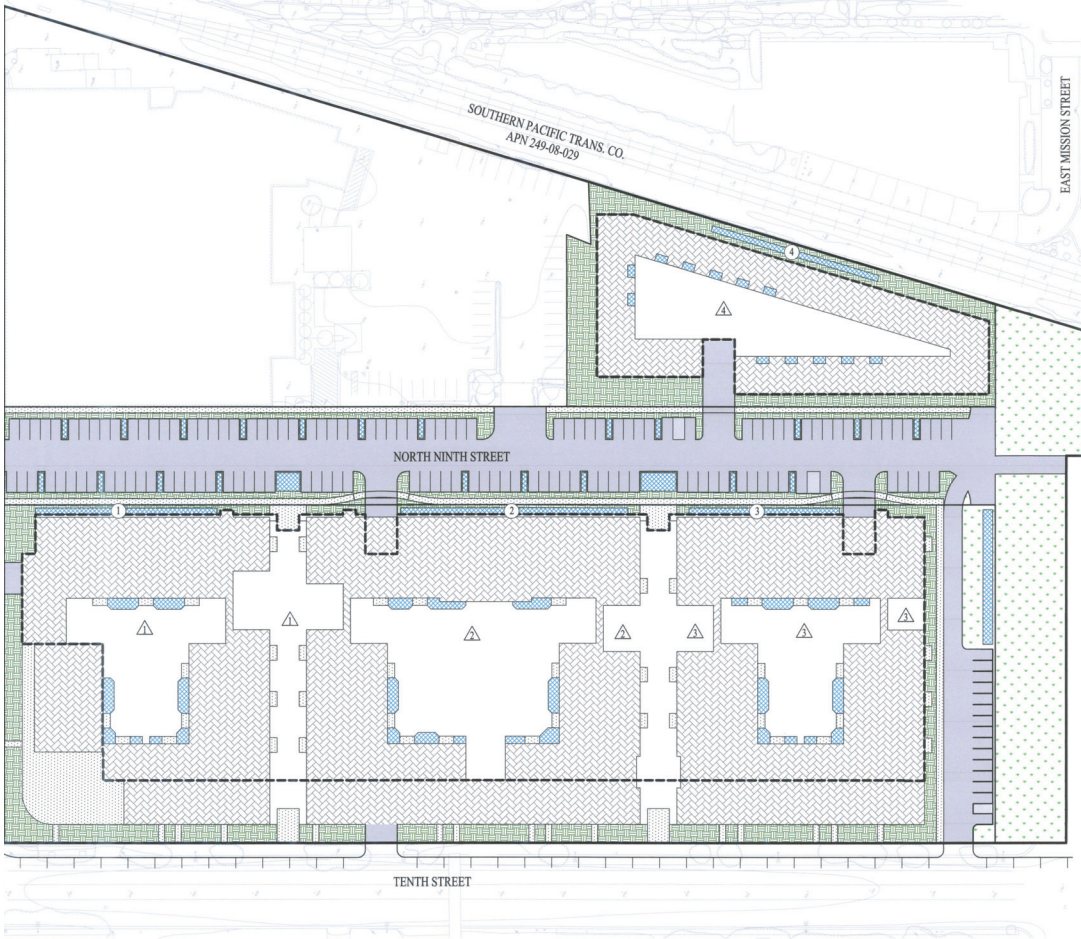
All amounts are approximate.

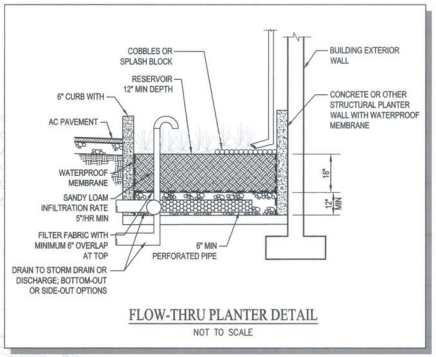
A conceptual storm water control plan is proposed for the project site that includes vegetated swales and flow-through planters, as presented in Figure 9. Runoff would be directed into the vegetated swales and flow-thru planters to treat runoff prior to discharge into the City's drainage system.

The site drains both to the north and south to existing 21-inch and 54-inch storm lines via an existing 10-inch line located in North Ninth Street. The reduction of impervious areas on the site would result in a decrease in the overall runoff from the site, avoiding new impacts to the existing storm drain facilities conveying runoff from the site.

The project is proposing to connect all of the new water quality control features to the existing 10-inch storm drain line. If during design of the project it is determined that the existing 10-inch storm drain line on North Ninth Street does not have adequate capacity, the 10-inch line would be replaced or a parallel pipe installed and connected to the 21- and 54-inch storm drain pipes as needed.

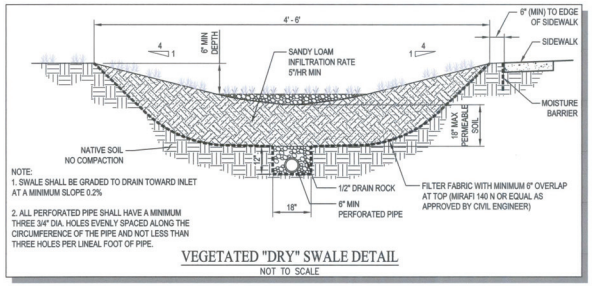
The project would not alter the existing drainage patterns in the area. The project would reduce the amount of impervious surfaces on the site, resulting in a net decrease in storm water runoff compared to existing conditions. The project may improve drainage by implementing the proposed storm water control plan. The project would not result in any increase in flood potential, since development would not increase peak runoff flows. The project would be subject to all legal requirements for installation of appropriate drainage facilities.





FLOW-THRU PLANTER DETAIL

NOT TO SCALE



NOTE:
1. SWALE SHALL BE GRADED TO DRAIN TOWARD INLET AT A MINIMUM SLOPE 0.2%

2. ALL PERFORATED PIPE SHALL HAVE A MINIMUM THREE 3/4" DIA. HOLES EVENLY SPACED ALONG THE CIRCUMFERENCE OF THE PIPE AND NOT LESS THAN THREE HOLES PER LINEAL FOOT OF PIPE.

VEGETATED "DRY" SWALE DETAIL

NOT TO SCALE

TREATMENT AREA (SITE)

TOTAL SITE IMPERVIOUS AREA	250,000± SF
REQUIRED TREATMENT AREA FOR STORMWATER TREATMENT ONLY (4%)	10,080± SF
PROPOSED TREATMENT AREA FOR STORMWATER TREATMENT ONLY (4%)	10,750± SF

SURFACE COMPARISON

DRAINAGE AREA	AREA (AC)	PERCENT
ROOF DRAINAGE AREA	3.18±	36.6%
CONVENTIONAL CONCRETE	0.46±	5.3%
COMMON SPACE ON PODIUM	1.49±	17.1%
LANDSCAPING	0.92±	10.6%
PARK	1.05±	12.1%
DRIVE/PARKING	1.32±	15.2%
WATER QUALITY FACILITIES	0.27±	3.1%
TOTAL SITE	8.69±	100%
PODIUM	–	–

TREATMENT AREA (OPEN SPACE)

1	IMPERVIOUS AREA TO SWALE 1	17,700± SF
	REQUIRED TREATMENT AREA (4%)	710± SF
	PROPOSED TREATMENT AREA (4%)	740± SF
2	IMPERVIOUS AREA TO SWALE 2	21,670± SF
	REQUIRED TREATMENT AREA (4%)	870± SF
	PROPOSED TREATMENT AREA (4%)	930± SF
3	IMPERVIOUS AREA TO SWALE 3	9,220± SF
	REQUIRED TREATMENT AREA (4%)	550± SF
	PROPOSED TREATMENT AREA (4%)	610± SF
4	IMPERVIOUS AREA TO SWALE 4	10,210± SF
	REQUIRED TREATMENT AREA (4%)	410± SF
	PROPOSED TREATMENT AREA (4%)	710± SF

TREATMENT AREA (ROOFS)

IMPERVIOUS AREA TO FLOW-THRU-PLANTERS	131,000± SF
REQUIRED TREATMENT AREA (4%)	5,240± SF
PROPOSED TREATMENT AREA (4%)	5,250± SF

LEGEND

△	IMPERVIOUS AREA TO SWALE 1
①	SWALE 1

TREATMENT AREA (PAVED)

IMPERVIOUS AREA TO FLOW-THRU-PLANTERS	57,500± SF
REQUIRED TREATMENT AREA FOR STORMWATER TREATMENT ONLY (4%)	2,300± SF
PROPOSED TREATMENT AREA FOR STORMWATER TREATMENT ONLY (4%)	2,510± SF

0' 50' 150' 200'

SCALE: 1" = 50'

DATE: JUNE 16, 2008

Source: Carlson, Barbee and Gibson, Inc., 2010

N

StormWater Control Plan

Figure 9

Water Quality

Construction of the project would require demolition and grading activities that could result in a temporary increase in erosion affecting the quality of storm water runoff. This increase in erosion is expected to be minimal, due to the flatness of the site and low erosion potential of the soils. However, surface runoff from proposed development would generate urban pollutants from parking areas that could affect water quality. These pollutants include oil, grease, and trace metals from roadway pavement, as well as sediment from rooftops.

The project site is located within the watershed of Guadalupe River, which drains to South San Francisco Bay and is within the jurisdiction of the San Francisco Regional Water Quality Control Board (RWQCB). San Jose is required to comply with the National Clean Water Act regulations regarding the reduction of non-point source pollutants, as mandated by the National Pollutant Discharge Elimination System (NPDES) and regulated by the RWQCB. The NPDES permits typically establish Waste Discharge Requirements (WDRs), which include discharge prohibitions, effluent limitations, receiving water limitations, and other provisions to protect water quality. The NPDES storm water program requires the implementation of best management practices (BMPs).

City of San Jose Policy (6-29) requires all new and redevelopment projects to implement post-construction best management practices (BMPs) and treatment control measures (TCMs) to the maximum extent practicable. This policy also establishes specific design standards for post-construction TCMs for projects that create, add, or replace 10,000 square feet or more of impervious surfaces. In addition, City of San Jose Post-Construction Hydromodification Management Policy (Policy 8-14) establishes an implementation framework for incorporating measures into the City's development review and approval process to control hydromodification impacts from new and redevelopment projects where such hydromodification is likely to cause increased erosion, silt pollutant generation, or other impacts to beneficial uses of local rivers, streams, and creeks. This policy establishes specified performance criteria for post-construction hydromodification control measures (HCMs) and identifies projects that are exempt from HCM requirements.

A storm water control plan is proposed for the project site that will direct runoff into vegetated swales and flow-through planters prior to discharge into the City's drainage system, improving the water quality of runoff from the site compared to existing conditions (refer to Figure 9).

Standard Measures

The following measures are required by law and/or are City standard conditions of approval that will be incorporated into the project.

<u>Construction Measures</u>

- Obtain and comply with the NPDES General Construction Activity Storm Water Permit. Prior to construction, the developer shall file a Notice of Intent and prepare a Storm Water Pollution Prevention Plan (SWPPP).
- Restrict grading to the dry season or meet City requirements for grading during the rainy season.
- Use BMPs to retain sediment on the project site.
- Place burlap bags filled with drain rock around storm drains to route sediment and other debris away from the drains.
- Provide temporary cover of disturbed surfaces to help control erosion during construction.
- Provide permanent cover to stabilize the disturbed surfaces.

Post-Construction Measures

- Incorporate permanent, post-construction storm water treatment measures in compliance with provision C.3 of the City of San Jose's NPDES Permit. Proposed post-construction BMPs and design features include the installation of vegetated swales and/or underground treatment units, and landscaping to control and treat runoff.

J. LAND USE

Setting

The project site is bounded by Taylor Street to the north, Tenth Street to the east, and the Union Pacific railroad tracks to the west. The property is currently contains four buildings occupied by multiple commercial and light industrial uses. Uses surrounding the project site consist of the following: multi-family residential to the west (across the railroad tracks); warehouses, surface lot storage, and metal clad buildings to the east along Tenth Street; multi-family residential and a gas station to the south; and warehouses and surface storage lots to the north. The Gordon Biersch Brewery, located on the northwest corner of Taylor and Ninth Streets, is located adjacent to the site but is not part of the proposed improvements.

The project site is identified within the Jackson-Taylor Planned Community in the San Jose 2020 General Plan Land Use/Transportation Diagram and is designated *Mixed Use*, *Public Park/Open Space*, and *High Density Residential* (refer to Figure 10). The site has an existing zoning designation of A(PD) Planned Development (refer to Figure 11). Surrounding properties directly to the west, east, and south are also within the Jackson-Taylor Planned Community boundaries and are designated for *High Density Residential* (to the west) and *Medium High Density Residential*, *Mixed Use*, and *General Commercial* (to the south), *Medium High Density Residential* to the east, and *Medium High Density Residential* and *Mixed Use* to the north.

Impacts and Mitigation

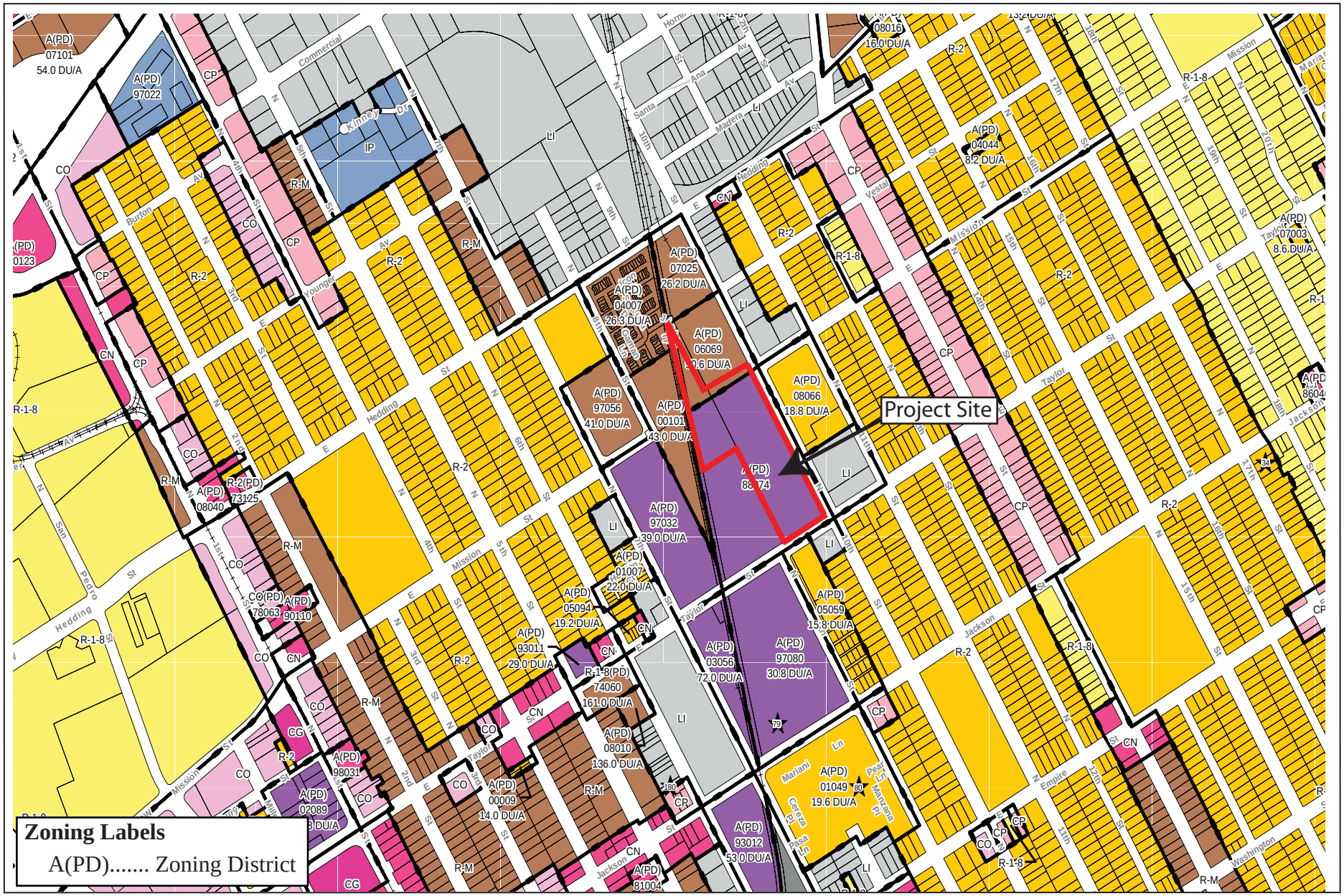
Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
9. LAND USE AND PLANNING. Would the project:					
a) Physically divide an established community?				X	1, 2
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X		1, 3
c) Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan?				X	1

N

General Plan Map

Figure 10



N

Zoning Map

Figure 11

Discussion

The surrounding uses include commercial, light industrial, and residential uses. The proposed mixed uses would not divide an established community. Land use compatibility and the project's consistency with the City's land use plans and policies are discussed below.

The project site is located within the boundaries of the Santa Clara Valley Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP). The study area includes all of the City of San Jose except for the bayland areas. The project will not affect any natural communities addressed in the HCP/NCCP and, therefore, does not require conformance with this plan. Refer also to section **D. Biological Resources** of this Initial Study.

This Initial Study identifies potential land use impacts of the project in the areas of hazardous materials and noise. These impacts would be reduced to a less-than-significant level with measures identified in this report. The following discussion addresses the project's consistency with applicable land use plans and potential for conflicts with surrounding uses.

Land Use Conflicts

Land use conflicts can arise from two basic causes: 1) a new development or land use may cause impacts to persons or the physical environment in the vicinity of the project site or elsewhere; or 2) conditions on or near the project site may have impacts on the persons or development introduced onto the site by the new project. Potential incompatibility may arise from placing a particular development or land use at an inappropriate location, or from some aspect of the project's design or scope.

The project would introduce a mix of residential, commercial, and park uses on land designated in the City's General Plan for *Mixed Use, High Density Residential,* and *Public Park/Open Space* uses. The property is currently surrounded by streets or railroad tracks on all sides except to the north. Existing residential uses are located to the west of the site beyond the railroad tracks and to the south. Commercial and industrial businesses are located to the north and east. The project site is located in an area that is currently in transition from industrial uses to residential-oriented development. The proposed change in land use on the project site from commercial/light industrial to primarily residential would intensify development in the area. The project site has historically been used for industrial and commercial uses and hazardous substances have been stored and accidentally released on the site. Mitigation is identified in this Initial Study to assure appropriate management of the site so that all hazardous materials are removed to assure protection of public health and safety and avoid impacts to proposed and existing uses. With mitigation, the project would not introduce substantial new hazards, noise, or other nuisances that would adversely affect existing surrounding residences or commercial/industrial businesses.

Based on the above discussion, the project would not result in significant land use conflicts.

Consistency with Land Use Plans

San Jose 2020 General Plan. The San Jose 2020 General Plan land use/transportation diagram identifies the project site within the Jackson-Taylor Planned Residential Community and designates the property as *Mixed Use #1, Public Park/Open Space,* and *High Density Residential Uses (25-50 du/ac)*. The *Mixed Use #1* designation allows high density residential uses and specified square footages of office, industrial, and retail uses within this sub-area of the Jackson-Taylor Planned Community. The *Public Park/Open*

Space designation within the Jackson-Taylor area identifies areas of potential parks.[3] The *High Density Residential* designation encourages a mix of housing densities, types, and ownership patterns at an average overall density of approximately 35 du/ac. The project proposes 403 residential units, a restaurant, artist studio space, and park land, uses that are all consistent with the land use designations for the property.

The Jackson-Taylor Planned Residential Community was created to increase high density housing opportunities and supportive mixed uses in the central portion of the City with close proximity to transit. The Planned Community is based on the Jackson-Taylor Residential Strategy, a policy document developed in coordination with the community to guide development within the area. The objectives of the Jackson-Taylor Planned Residential Community are 1) to maintain and enhance the character of the community, 2) achieve a supportive mix of housing, employment, shopping, and public uses, 3) provide a range of housing, 4) strengthen pedestrian linkages to neighborhoods and transit facilities, and 5) maintain the existing street pattern.

The project proposes higher density housing in an area designated for such uses, and is sited to encourage pedestrian access to local amenities and public transit. In addition, it would provide public park land and restaurant uses that will serve the local residential community. Overall, the project would be consistent with the land use policies of the General Plan.

Thirteenth Street Strong Neighborhoods Initiative and Improvement Plan. The Thirteenth Street Strong Neighborhoods Initiative and Improvement Plan (SNI) were developed by the City to improve community conditions, safety, and services through a variety of policies and programs. The project would introduce residential, commercial, and public park uses on an existing commercial/industrial site. The proposed mixed use development would be consistent with the goals of the SNI to provide new housing that revitalizes the area, improve the appearance of the neighborhood, and generally strengthen economic development. The project would support and not interfere with any of the Plan's goals to improve the local community.

K. MINERAL RESOURCES

Setting

Under the Surface Mining and Reclamation Act of 1975 (SMARA), the State Mining and Geology Board has designated only the Communications Hill Area of San Jose as containing mineral deposits of regional significance for aggregate (Sector EE). There are no mineral resources in the project area. Neither the State Geologist nor the State Mining and Geology Board has classified any other areas in San Jose as containing mineral deposits that are of statewide significance or for which the significance requires further evaluation. Other than the Communications Hill area cited above, San Jose does not have mineral deposits subject to SMARA. The project site is outside of the Communications Hill area.

[3] Until a park site is acquired, the land use designation of that park site is the land use designation identified in the Planned Residential Community for the adjacent property (within the same block).

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
10. MINERAL RESOURCES. Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X	1
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X	1

Discussion

The project would not impact mineral resources, since none are located on or near the project site. Other than the Communications Hill area cited above, San Jose does not have mineral deposits subject to SMARA.

L. NOISE

Setting

The following discussion is based on a noise analysis prepared for the project by Illingworth & Rodkin, Inc. (July 2008). This study is contained in Appendix F. The analysis evaluated the potential impacts of the project associated with noise and vibration sources.

Noise is measured in decibels (dB), and is typically characterized using the A-weighted sound level or dBA. This scale gives greater weight to the frequencies to which the human ear is most sensitive. Ground vibration generally correlates with ground velocity, which is also expressed in decibels. Although not a universally accepted notation, the abbreviation VdB is used in this document for vibration decibels to distinguish it from sound levels.

Regulatory Noise Setting

San Jose 2020 General Plan. The Noise Element of San Jose's 2020 General Plan identifies noise and land use compatibility standards for various land uses. Noise is measured in decibels (dB), and is typically characterized using the A-weighted sound level or dBA. This scale gives greater weight to those frequencies to which the human ear is most sensitive. The City's noise guidelines are expressed in "day/night noise level" (or DNL). The DNL represents the average noise level during a 24-hour period, with a penalty of 10 dBA added to sound occurring between the hours of 10 PM and 7 AM.

The Noise Element identifies noise and land use compatibility standards for various land uses. Residential land uses are considered "satisfactory" up to 60 dBA DNL as the short-range exterior noise quality level, and 55 dBA DNL as the long-range exterior noise quality level. The guidelines state that where the exterior DNL is above the "satisfactory" limit (between 60 and 70 dBA DNL), and the project requires a full EIR, an acoustical analysis should be made indicating the amount of attenuation necessary

to maintain an indoor level of a DNL less than or equal to 45 dBA. Noise levels exceeding 70 dBA DNL require that new development would only be permitted if uses are entirely indoors and building design limits interior levels to less than or equal to 45 dBA DNL. Outside activity areas should be permitted if site planning and noise barriers result in levels of 60 dBA DNL or less. Applicable policies in the Noise Element are as follows:

Policy 1. The City's acceptable noise level objectives are 55 dBA DNL as the long-range exterior noise quality level, 60 dBA DNL as the short-range exterior noise quality level, 45 dBA DNL as the interior noise quality level, and 76 dBA DNL as the maximum exterior noise level necessary to avoid significant adverse health effects. These objectives are established for the City, recognizing that the attainment of exterior noise quality levels in the environs of the San Jose International Airport, the Downtown Core Area, and along major roadways may not be achieved in the time frame of this Plan. To achieve the noise objectives, the City should require appropriate site and building design, building construction and noise attenuation techniques in new residential development.

Policy 9. Construction operations should use available noise suppression devices and technology.

Policy 11. When located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses, non-residential land uses should mitigate noise generation to meet the 55 dBA DNL guideline at the property line.

The General Plan sets forth the following urban design policies regarding sound attenuation along city streets:

Policy 18. To the extent feasible, sound attenuation for development along city streets should be accomplished through the use of landscaping, setback, and building design rather than the use of sound attenuation walls. Where sound attenuation walls are deemed necessary, landscaping and an aesthetically pleasing design shall be used to minimize visual impact.

Policy 21. To promote safety and to minimize noise impacts in residential and working environments, development which is proposed adjacent to railroad lines should be designed to provide the maximum separation between the rail line and dwelling units, yards or common open space areas, offices, and other job locations, facilities for the storage of toxic or explosive materials and the like. To the extent possible, areas of development closest to an adjacent railroad line should be devoted to parking lots, public streets, peripheral landscaping, the storage of non-hazardous materials, and so forth.

2007 California Building Code. New multi-family housing in the State of California is subject to the environmental noise limits set forth in the 2007 California Building Code. The noise limit is a maximum interior noise level of 45 dBA DNL. Where exterior noise levels exceed 60 dBA DNL, a report must be submitted with the building plans describing the noise control measures that have been incorporated into the design of the project to meet the noise limit.

Regulatory Vibration Setting

The City of San Jose has not identified quantifiable vibration limits that can be used to evaluate the compatibility of land uses with respect to vibration levels generated by railroad trains. Although there are no local standards that control the allowable vibration in a new residential development, the U.S. Department of Transportation has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects.[4] The Federal Transit Administration (FTA) has proposed

[4]U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.

vibration impact criteria based on maximum overall levels for a single event. There are criteria for frequent events (more than 70 events of the same source per day), occasional events (30 to 70 vibration events of the same source per day), and infrequent events (less than 30 vibration events of the same source per day).

Existing Noise Environment

The project site is bordered by residential, commercial, and industrial uses, with the Union Pacific Railroad bordering the northwest portion of the site. The nearest noise sensitive uses are located west of the site across the Union Pacific Railroad, along Tenth Street, south of Taylor Street, and a block east of the site along North 11th Street. The existing noise environment is dominated by traffic on Tenth Street and Taylor Street, with occasional noise generated by railroad movements and aircraft overflights.

A field noise monitoring survey was conducted by the noise consultant from June 25, 2008 to June 27, 2008 to quantify the existing noise environment at the project site and in the vicinity.[5] The noise monitoring survey included three long-term noise measurements (LT-1, LT-2, LT-3), and one short-term measurement (ST-1), as shown in the noise study in Appendix F.

Long-term noise measurement LT-1 was located on the site's southernmost property line, approximately 25 feet from the center of East Taylor Street and about 12 feet above the surrounding ground. Noise levels measured at this site were primarily the result of vehicular traffic along Taylor Street. The calculated day-night average noise level at this location was 71 dBA DNL (June 2008).

Long-term noise measurement LT-2 was located at the western edge of the property, adjacent to the UPRR tracks. The primary noise sources at this location were distant traffic, railroad trains, aircraft, and truck activities in the existing parking lot. The calculated day-night average noise level at this location was 62 dBA DNL.

Long-term noise measurement LT-3 was made in the center of the project site, adjacent to the existing Gordon Biersch Brewery. The primary noise sources at this location were distant traffic, railroad trains, and truck and vehicle activities in the existing parking lot. The calculated day-night average noise level at this location was 62 dBA DNL.

Short-term noise measurement ST-1 was approximately 30 feet from the center of Tenth Street, north of Taylor Street. The ten-minute average noise level during this time period was 63 dBA L_{eq}.

Noise Aircraft noise levels (CNEL) at the project site were established based on the 2007 Quarterly 65 CNEL Contour Maps prepared by Mineta San Jose International Airport. Aircraft generate noise levels less than 60 dBA CNEL at the project site.

Existing Vibration Environment

Vibration measurements were made on June 27, 2008. The instrumentation used to make the measurements included a Sony Digital Audio Tape Recorder (DAT) and seismic grade, low noise accelerometers firmly fixed to the ground. This system is capable of accurately measuring very low vibration levels. Vibration levels were measured at ground level and were representative of the levels that would enter a building's foundation.

[5]The baseline noise conditions are still considered valid based on rail and traffic volumes (pers. comm.., Hexagon Transportation and Illingworth & Rodkin, September 2010). The noise study includes future rail and vehicle traffic projections in its assessment of potential noise impacts.

Vibration measurements were taken at two setbacks from the UPRR line. Position V-1 was approximately 40 feet from the center of the railroad tracks and Position V-2 was 80 feet from the center of the railroad tracks. The two different setbacks were used to develop a drop-off rate for ground vibration with distance. Vibration levels were only measured in the vertical axis because ground vibration is typically most dominant on this axis these data are adequate in characterizing the exposure of the site to vibration from railroad trains.

Vibration levels generated by two southbound and one northbound freight train passbys were measured. Trains were observed to travel slowly in the vicinity of the site at a speed of approximately 10 to 19 mph. Vibration levels measured at each measurement position during train passby events are presented in Appendix F. Vibration levels ranged from approximately 77 to 83 VdB at a distance of 40 feet from the tracks and 69 to 77 VdB at 80 feet from the tracks.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
11. NOISE. Would the project result in					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?		X			12
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?		X			12
c) Substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X		12
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X			12
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X	12
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X	12

Discussion

The CEQA Guidelines state that a project would normally be considered to have a significant impact if noise levels conflict with adopted environmental standards or plans, or if noise generated by the project would substantially increase existing noise levels at sensitive receivers on a permanent or temporary basis. For this project, a significant noise impact would occur if exterior noise levels would exceed 60 dBA DNL in exterior use areas or if interior day-night average noise levels would exceed 45 dBA DNL. A substantial permanent noise increase would occur if the noise level increase resulting from the project is 5 dBA DNL or greater in areas where noise levels would remain less than 60 dBA DNL, or 3 dBA DNL or greater in noise environments with a future noise level of 60 dBA DNL or greater.

A significant noise impact would also occur if the project located noise sensitive land uses where noise levels exceeded the applicable standards of the Santa Clara County ALUC.

In addition, a significant impact would result if the project would locate residential uses in areas where vibration levels from freight trains or commuter trains exceeds 80 VdB for "infrequent" vibration events (less than 30 events of the same source per day).

Noise and Land Use Compatibility

Multi-family residential units proposed by the project would be located adjacent to Tenth Street, Taylor Street, and the railroad line where existing noise levels currently exceed the City's acceptable noise level standards. The future environment at the site would continue to be dominated noise from vehicular traffic along Tenth and Taylor Streets and trains on the railroad tracks. As the vicinity redevelops with planned residential uses, local commercial and industrial noise would become a less significant source of community noise.

Future noise levels are calculated to range from about 63 dBA DNL nearest the railroad line, to about 70 dBA DNL at the façades of residential buildings proposed along Taylor Street (approximately 45 feet from the center of the roadway) and from about 69 dBA DNL at the façades of residential buildings proposed along Tenth Street (approximately 45 feet from the center of the roadway). The general development plan shows the common open space areas within courtyards that would be well shielded from Tenth Street, Taylor Street, and the railroad line. Exterior noise levels would be expected to be less than 60 dBA DNL in the shielded common use areas.

Future noise levels at the project site would require that residential units be designed to control interior noise levels to 45 dBA DNL or less. Standard residential construction provides approximately 15 dBA of exterior to interior noise reduction assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Where exterior day-night average noise levels are 65 dBA DNL or less, interior noise level can typically be maintained below City standards (45 dBA DNL) with the incorporation of forced air mechanical ventilation systems in residential units. These systems allow the occupant the option of controlling noise by maintaining the windows shut. Where noise levels exceed 65 dBA DNL, forced-air mechanical ventilation systems and sound-rated building elements are normally required.

To achieve the necessary noise reduction to meet the requirements of the State Building Code and the City of San Jose's interior noise standard, some form of forced air mechanical ventilation, satisfactory to the local building official, would be required at units with direct line-of-sight to Tenth Street, Taylor Street or the railroad line. Given the anticipated exterior noise level at first-row residential units proposed along Tenth and Taylor Streets, it may also be necessary to provide sound-rated windows and doors to maintain interior noise levels at or below 45 dBA DNL. Interior noise levels would vary depending on the design of the building (relative window area to wall area) and construction materials and methods. An acoustical analysis would be required during detailed design of the project.

Future residential uses developed at the project site would be exposed to exterior noise levels greater than 60 dBA DNL, which exceeds the noise and land use compatibility standards presented in the City of Jose's General Plan. Interior noise levels would be expected to exceed 45 dBA DNL without the incorporation of noise insulation features into the project's design. This is a significant impact that can be reduced to a less-than-significant level with the following mitigation.

Mitigation Measures

- When refining the project's site plan, continue to locate noise-sensitive outdoor use areas away from adjacent noise sources. Shield noise-sensitive spaces with buildings or noise barriers whenever possible.

- Project-specific acoustical analyses shall be prepared so that the design of the residential units would be sufficient to adequately reduce interior noise levels to 45 dBA DNL or lower. Building sound insulation requirements would need to include the provision of forced-air mechanical ventilation for all new units with direct line to significant transportation noise sources in the project vicinity, so that windows could be kept closed at the occupant's discretion to control noise. Special building sound insulation treatments may be required. These treatments would include, but are not limited to, sound rated windows and doors, sound rated wall constructions, acoustical caulking, protected ventilation openings, etc. Preliminary calculations indicated that residential units would require sound rated windows and doors with ratings ranging from STC 28-30 to assure that the 45 dBA DNL indoor standard is met. The specific determination of what treatments are necessary would be determined on a unit-by-unit basis. The results of the analysis, conducted during the design phase of the project, including the description of the necessary noise control treatments to achieve acceptable noise levels inside the living units, shall be submitted to the City along with the building plans and approved prior to issuance of a building permit. The State Building Code mandates this procedure.

Groundborne Vibration

Railroad trains are a source of groundborne vibration when receivers are located close to the tracks. The U.S. Department of Transportation has developed vibration impact assessment criteria for evaluating vibration impacts associated with rapid transit projects. The criterion for groundborne vibration impacts is 80 VdB for infrequent events (less than 30 events per day). Based on the measured vibration data, the nearest residential units would be exposed to vibration levels of about 79 to 85 VdB at a distance of 30 feet assuming similar travel speeds throughout the corridor. Vibration levels may exceed the U.S. Department of Transportation's vibration assessment criteria at the nearest residential units to the UPRR tracks.

Residential land uses are proposed approximately 30 feet from railroad tracks located to the west. Vibration levels generated by railroad trains may on occasion exceed 80 VdB. This is a significant impact that can be reduced to a less-than-significant level with the following mitigation.

Mitigation Measures

- Locate proposed residential structures no closer than 55 feet from the edge of the railroad track. (Note: vibration levels attenuate with distance from the tracks; the recommended building setback of 55 feet would yield vibration levels of 80 VdB or less.)

- Alternatively, residential structures located closer than 55 feet from the edge of the railroad track would require completion of an additional, comprehensive, vibration study of the building design that demonstrates that railroad train vibration levels would be adequately reduced at primary living spaces. Proper support of foundation systems for residential structures should be considered and building design should avoid resonant frequencies that coincide with primary frequencies of train-generated ground vibration (10 Hz and 20 Hz). Vibration isolation of buildings has been recently considered for residential applications.

Project-Generated Traffic Noise

Project Conditions. A review of the project's traffic study indicates that the proposed project would generate a slight increase in vehicular traffic on the local roadway network. The addition of project traffic would increase noise levels by less than 1 dBA DNL at receivers along roadway segments experiencing future project trips. Increases of less than 1 dBA DNL are not measurable and are not considered substantial. This represents a less-than-significant impact.

Cumulative Conditions. Traffic noise levels along roadways serving the project site vicinity will increase by 1 to 3 dBA DNL under cumulative plus project conditions. The project's contribution to cumulative noise level increases would be less than 1 dBA DNL. This increase in noise would not be substantial. Therefore, the project would have a cumulatively considerable contribution to increased noise levels resulting from the build-out of the area. This is a less-than-significant impact.

Construction Noise

Construction activities generate considerable amounts of noise. Construction-related noise levels are normally highest during the demolition phase and during the construction of project infrastructure. These phases of construction require heavy equipment that normally generates the highest noise levels over extended periods of time. Typical hourly average construction generated noise levels are about 81 to 88 dBA Leq measured at a distance of 50 feet from the center of the site during busy construction periods (e.g., earth moving, etc.). Construction-related noise levels are normally lower during building erection, finishing, and landscaping phases. There would be variations in construction noise levels on a day-to-day basis depending on the actual activities occurring at the site. Construction generated noise levels drop off at a rate of about six dBA per doubling of distance between the source and receptor. The nearest existing residential receivers are about 80 feet from the project site. Hourly average noise levels would range from 77 to 84 dBA Leq during the busiest construction periods along the perimeter of the site. Shielding by barriers or buildings would provide an additional 5 to 10 decibels of attenuation at distant receptors.

Noise impacts resulting form construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive receptors. Construction noise impacts primarily occur when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise sensitive land uses, or when construction durations last over extended periods of time. Where noise from construction activities exceeds 60 dBA Leq and exceeds the ambient noise environment by at least 5 dBA Leq at noise-sensitive uses in the project vicinity for a period greater than one year, the impact would be considered significant.

Demolition, grading, and the construction of project infrastructure would be completed first. Residential units would then be constructed. The project is assumed to be constructed in approximately 12 months. As construction moves away from the noise-sensitive receptors, or indoors, noise levels generated by heavy construction will lower. Noise generated by demolition, grading, infrastructure improvements and the construction of units nearest the perimeter of the project site would not be expected to exceed ambient noise levels at receivers to the east, south, and west by more than 5 dBA Leq for a period of greater than one year.

Significant noise impacts do not normally occur when standard construction noise control measures are enforced at the project site and when the duration of the noise generating construction period at a particular receiver or group of receivers is limited to one construction season or less. Construction noises associated with projects of this type are disturbances that are necessary for the construction or repair of buildings and structures in urban areas. Reasonable regulation of the hours of construction, as well as

regulation of the arrival and operation of heavy equipment and the delivery of construction material, are necessary to protect the health and safety of persons, promote the general welfare of the community, and maintain the quality of life.

The project site is bordered by residential land uses to the west and south. Noise generated by construction activities at the site would not be expected to adversely affect adjacent land uses provided standard construction noise controls are implemented at the site and the cumulative duration of significant noise-producing activities is limited to one year or less. This is a less-than-significant impact with the incorporation of standard noise abatement measures during construction.

Standard Measures

The following measures are required by law and/or are City standard conditions of approval that will be incorporated into the project.

- Noise-generating activities at the construction site or in areas adjacent to the construction site associated with the project in any way should be restricted to the hours of 7 AM to 6 PM, Monday through Friday, and 8 AM to 5 PM on Saturdays. No construction activities should occur Sundays or holidays.

- Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

- Locate stationary noise generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.

- Utilize "quiet" air compressors and other stationery noise sources where technology exists.

- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with the adjacent noise sensitive facilities so that construction activities can be scheduled to minimize noise disturbance.

- Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

Aircraft Noise

Aircraft operations associated with Mineta San Jose International Airport are audible at the project site as aircraft approach or depart the airport. A review of the 65 CNEL noise contour map established by the Santa Clara County ALUC indicates that the project site is located outside of the future Mineta San Jose International Airport 65 CNEL noise contour. Residential land uses proposed in exterior noise environments of 65 CNEL or less are considered compatible with aircraft noise by the Santa Clara County ALUC. Mitigation identified earlier in this section will ensure interior noise levels from all noise sources, including aircraft, are 45 dBA DNL or less. This represents a less-than-significant impact.

M. POPULATION AND HOUSING

Setting

The population of the City of San Jose is approximately 1,023,000 (California Department of Finance, January 2010). In 2000, the U.S. Census reported a total of 281,706 housing units in San Jose. 2010 Census data will not be available until after April 2011.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
12. POPULATION AND HOUSING. Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X	1
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X	1
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	1

Discussion

The project would provide 403 new residential units in the City of San Jose. The project would increase housing and could increase the residential population in the City by up to 792 people.[6] The additional housing and associated population increase would represent a very small percentage of the total City population of 1,023,000, and is well within the range of anticipated population growth for the City.

The project would not displace existing housing or people, necessitating the construction of replacement housing elsewhere.

Implementation of the proposed project will have a less-than-significant impact on population and housing in San Jose.

N. PUBLIC SERVICES

Setting

Police Protection: Police protection services are provided to the project site by the San Jose Police Department (SJPD). The project is located within Beat Building Block (BBB) 137 of the SJPD's service area.

[6]Based on 1 person per studio, 1.5 persons per one-bedroom unit, 2.0 persons per two-bedroom unit, and 2.88 persons per three-bedroom and live/work units.

Schools: The project is located within the San Jose Unified School District (K-12). The nearest schools in the project area are identified below.

School	Address	Approx. Distance (miles)
Grant Elementary School	470 E. Jackson Street	0.25
Peter Burnett Middle School	850 North Second Street	0.8
San Jose High Academy	275 North 24th Street	1.9

State law (Government Code §65996) identifies the payment of school impact fees as an acceptable method of offsetting a project's impact on school facilities. Developers must pay the required development fee to SJUSD for residential development and commercial/senior housing development, per square foot, prior to the issuance of a building permit. These funds would be used to expand existing or develop new school facilities as needed. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Parks: Parks in the project vicinity consist of the following: 1) Bernal Park (0.25 miles), 2) Backesto Park (0.35 miles), and 3) Watson Park (0.9 miles). The City of San Jose has adopted the Parkland Dedication Ordinance (PDO) and Park Impact Ordinance (PIO), which require residential developers to dedicate public park land and/or pay in-lieu fees to compensate for the increase in demand for neighborhood parks.

Libraries: The San Jose Public Library System consists of one main library and 18 branch libraries. The nearest public library to the project site is the Joyce Ellington branch library, located about 0.4 miles from the project.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
13. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					
a) Fire protection?			X		1, 2
b) Police protection?			X		1, 2
c) Schools?			X		1
d) Parks?			X		1
e) Other public facilities?			X		1, 2

Discussion

Public services are generally provided to the community as a whole, and financed on a community-wide basis. The proposed residential complex is located on a currently developed site in an urban area that is

served by municipal providers. The project would result in an incremental increase in the demand for public services, including fire and police protection, school services, parks, and libraries, from the development of 403 new residential units, a restaurant, and artist studio space.

The SJUSD applies student generation rates for apartment/condominium development as follows: 0.116 for elementary school students, 0.057 for middle school students, and 0.065 for high school students per unit. Of the 403 residential units proposed by the project, 71 are senior units and not expected to generate new students. Based on the remaining 332 units, the project would generate approximately 38 elementary school students, 19 middle school students, and 19 high school students.

The project would be subject to developer fees to accommodate the incremental demand on services, including the state-mandated school district impact fee and City-required park dedication in-lieu fee. In addition, the project proposes 0.61 acres of park land on the site. The project would not significantly impact public services or require the construction of new or expanded public services facilities.

With implementation of the following standard measures, the project would result in less-than-significant impacts on public services.

Standard Measures

The following measures are required by law and/or are City standard conditions of approval that will be incorporated into the project.

- The developer shall pay a school impact fee to the School District in accordance with California Government Code §65996 to offset the increased demands on school facilities.
- The project shall conform to the City's Parkland Dedication Ordinance (PDO) and Park Impact Ordinance (PIO) (Municipal Code Chapter 19.38).

O. RECREATION

Setting

Public park and recreational facilities in the City of San Jose include regional and neighborhood parklands, open space, and community centers. Recreational facilities within the project vicinity consist of the following: 1) Bernal Park (0.25 miles), 2) Backesto Park (0.35 miles), and 3) Watson Park (0.9 miles).

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
14. RECREATION. Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X		1

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				X	1

Discussion

The development of 403 housing units on the project site could increase in the number of residents in the project area by up to 792 people. This would incrementally increase demands on recreational facilities. The City of San Jose has adopted the Parkland Dedication Ordinance and Park Impact Ordinance, which require residential developers to dedicate public park land or pay in-lieu fees (or both) to compensate for the increase in demand for neighborhood parks. The project would be required to comply with the City's park ordinances, which would offset impacts to park/recreation facilities. The project includes dedication of 0.61 acres of land on the north side of the site as a public park, which would compensate in part for increased park demand. The project would have a less-than-significant impact on recreation.

Standard Measures

The following measures are required by law and/or are City standard conditions of approval that will be incorporated into the project.

- The project shall conform to the City's Parkland Dedication Ordinance (PDO) and Park Impact Ordinance (PIO) (Municipal Code Chapter 19.38).

P. TRANSPORTATION

Setting

A traffic impact analysis was prepared for the project by Hexagon Transportation Consultants (September 2008). This report is contained in Appendix G. The analysis evaluated the potential transportation impacts of the project based on the standards and methodologies set forth by the City of San Jose Level of Service Policy and the Santa Clara Valley Transportation (VTA) Congestion Management Program (CMP). The study included evaluation of AM and PM peak-hour traffic conditions for 23 intersections and 17 freeway segments, listed below.

Intersections

1. SR 87 and Taylor Street
2. San Pedro Street and Taylor Street
3. North First Street and I-880 Southbound Ramps (CMP)
4. North First Street and I-880 Northbound Ramps (CMP)
5. North First Street and Hedding Street
6. North First Street and Taylor Street (CSJ Protected)
7. North Fourth Street and Hedding Street (CSJ Protected)
8. North Fourth Street and Taylor Street
9. North Seventh Street and Hedding Street
10. North Seventh Street and Taylor Street
11. I-880 Southbound Ramps and Old Bayshore Highway

12. I-880 Northbound Ramps and Old Bayshore Highway
13. North Tenth Street and Commercial Street
14. North Tenth Street and Hedding Street (CSJ Protected)
15. North Tenth Street and Taylor Street (CSJ Protected)
16. North Eleventh Street and Hedding Street
17. North Eleventh Street and Taylor Street (CSJ Protected)
18. Old Oakland Road and Commercial Street
19. Old Oakland Road and US 101 Northbound Ramps (CMP)
20. Old Oakland Road and US 101 Southbound Ramps (CMP)
21. North Thirteenth Street and Hedding Street (CSJ Protected)
22. North Thirteenth Street and Taylor Street
23. North Ninth Street and Taylor Street (unsignalized)

Freeway Segments

1. SR 87, from I-280 to Julian Street
2. SR 87, from Julian Street to Coleman Avenue
3. SR 87, from Coleman Avenue to Taylor Street
4. SR 87, from Taylor Street to Skyport Drive
5. SR 87, from Skyport Drive to US 101
6. US 101, from Santa Clara Street to McKee Road
7. US 101, from McKee Road to Oakland Road
8. US 101, from Oakland Road to I-880
9. US 101, from I-880 to Old Bayshore Highway
10. US 101, from Old Bayshore Highway to North First Street
11. US 101, from North First Street to SR 87
12. US 101, from SR 87 to De la Cruz Boulevard
13. US 101, from De la Cruz Boulevard to Montague Expressway
14. I-880, from Coleman Avenue to SR 87
15. I-880, from SR 87 to North First Street
16. I-880, from North First Street to US 101
17. I-880, from US 101 to Brokaw Road

Traffic conditions were evaluated using level of service (LOS) calculations for the peak hours. LOS is a qualitative description of operating conditions ranging from LOS A (free flow conditions with little or no delay) to LOS F (jammed conditions with excessive delays). Traffic conditions were evaluated for 1) existing conditions, 2) background conditions, 3) project conditions, and 4) cumulative conditions.

All of the signalized study intersections are located in the City of San Jose and 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.

Six of the study intersections are designated protected intersections; these intersections have been identified by the City as built to their planned maximum capacity, where expansion of the intersection would have an adverse effect on other transportation facilities such as pedestrian, bicycle, and transit systems. These intersections were analyzed according to the City of San Jose requirements for protected intersections (identified above). Protected intersections are not required to maintain an LOS D.

The study intersection of North Ninth Street and Taylor Street is currently unsignalized. The need for signalization at this location was 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.

The level of service for freeway segments was estimated based on vehicle density in accordance with the CMP requirements. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Roadway Network

A description of the roadway network in the project area is provided 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 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. Access to and from the project site is provided via a full interchange at Taylor Street.

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 Tenth Street.

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 direct access to the project site.

Old Bayshore Highway is a major collector that runs in the east-west direction. North of US 101, Old Bayshore Highway is approximately one mile long and has two lanes of traffic in each direction between the US 101 northbound ramps and North Thirteenth Street. East of North Thirteenth Street, this roadway transitions into Commercial Street, a two-lane facility that extends to Berryessa Road. South of US 101, Old Bayshore Highway is approximately one-half mile long and varies from one to two lanes of traffic in each direction between the US 101 southbound off-ramp and the US 101 southbound on-ramp.

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 Taylor Street.

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 Street.

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 access to the project site via Taylor Street.

North Ninth Street is a north-south, two-lane street within the project area. North Ninth Street begins at Tully Road and extends northward to Taylor Street, where it terminates in a parking lot on the north leg of the North Ninth Street and Taylor Street intersection at the project site. North Ninth Street resumes at Hedding Street for a 400-foot segment terminating in a dead-end north of Hedding Street. No connection exists between San Salvador and San Fernando Streets (at the SJSU campus). North Ninth 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 direct access to the project site.

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 Street.

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. North Thirteenth Street provides access to the project site via Taylor Street.

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. Oakland Road provides access to the project site via Taylor Street.

Bicycle and Pedestrian Facilities

Within the immediate vicinity of the project site, Class II bicycle facilities (striped bike lanes) are only provided along North Tenth Street north of Taylor Street, along Taylor Street west of North First Street, and along North Third and Fourth Streets 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.

Pedestrian facilities in the project study area consist primarily of sidewalks, which are found along virtually all previously described roadways in the study area. There are sidewalks along the project site frontages on both North Tenth Street and Taylor Street. Although the network of sidewalks in the study area is extensive, there are short segments of roadway near the project site that do not have sidewalks. Sidewalks do not exist on both sides of Hedding Street between North Tenth Street and the railroad tracks to the west. Sidewalks also do not exist on the west side of North Tenth Street north of Hedding Street,

and on the west side of North Tenth Street just south of Hedding Street in the vicinity of an existing bus stop.

The Guadalupe River Park multi-use trail runs along the banks of the Guadalupe 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.

Transit Service

Existing transit service to the study area is provided by the Santa Clara Valley Transportation Authority (VTA). Five local bus lines serve the project area: lines 11, 12, 61, 62, and 66. The 11 line provides community service, with stops at the Joyce Ellington Library, the Northside Community Center, San Jose City Hall, and the Santa Clara LRT Station. The 11 line operates from 6:30 AM to 6:30 PM with 30-minute headways. The 12 line provides limited weekend service between the Eastridge Transit Center and the San Jose Civic Center and has 30-minute headways. Lines 61 and 62 provide service between Good Samaritan Hospital and the Piedmont Hills area via Taylor and Hedding Streets, with 30-minute headways during commute hours. Bus stops for lines 11, 12, 61 and 62 are present on Taylor Street adjacent to the project site. Line 62 also has bus stops located on North Tenth and Eleventh Streets. Line 66 provides service between Santa Teresa Hospital and Milpitas/Dixon Road via North First Street, with 15- to 20-minute headways during commute hours.

The 180 and 181 express lines also serve the project area and provide service between the San Jose Diridon Station and the Fremont BART station, with 30-minute and 15-minute headways, respectively, during commute hours. Bus lines 12, 61, 62, 66, 180 and 181 all stop at the Civic Center LRT station, located on North First Street approximately ¾ of a mile (within walking distance) from the project.

The project site is located approximately ¾ of a mile from the Civic Center LRT station on First Street. 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 Conditions

The results of the level of service analysis under existing conditions are summarized in Appendix G (Table ES-1). The results show that, measured against the City of San Jose level of service standards, the signalized study intersections of North First Street/Taylor Street (protected intersection) and Oakland Road/US 101 Northbound Ramps currently operate at an unacceptable LOS E during the PM peak hour and AM peak hour, respectively. 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.

Background Conditions

Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but unbuilt development in the project area. The added traffic from approved, unbuilt development was provided by the City of San Jose as part of its Approved Trips Inventory (ATI). Additional ATI was generated by using the observed trip generation of the current commercial uses on-site to calculate potential additional trips according to the site's current vacancy rate. When the trip generation surveys of the site were conducted in April of 2008, 87 percent of the 242,250 s.f. of commercial space was occupied, while the remaining 13 percent (32,300 s.f.) was vacant. According to the trip generation surveys, the existing vacant commercial space has the potential to generate 14 AM

peak hour trips and 25 PM peak hour trips. These trips were added to the ATI, since the vacant space could theoretically be reoccupied at any time.

Intersections

The results of the intersection level of service analysis under background conditions are summarized in Appendix G (see table ES-1). The results show that, measured against the City of San Jose level of service standards, nine of the signalized study intersections would operate at unacceptable levels under background conditions, as follows:

- North First Street and Taylor Street – CSJ Protected (PM peak hour – LOS F)
- North Tenth Street and Hedding Street – CSJ Protected (AM and PM peak hours – LOS E)
- North Tenth Street and Taylor Street – CSJ Protected (PM peak hour – LOS E)
- North Eleventh Street and Taylor Street – CSJ Protected (AM peak hour – LOS F, PM peak hour – LOS E)
- Oakland Road and Commercial Street (AM peak hour – LOS F, PM peak hour – LOS E)
- Oakland Road and US 101 Northbound Ramps (AM peak hour – LOS F, PM peak hour – LOS F)
- Oakland Road and US 101 Southbound Ramps (PM peak hour – LOS F)
- North Thirteenth Street and Hedding Street – CSJ Protected (AM peak hour – LOS E)

Of the eight intersections identified as operating unacceptably under background conditions, five are City of San Jose protected intersections. Protected intersections are not required to maintain an LOS D. Three of the study intersections identified above are located at the US 101/Oakland Road interchange. The City of San Jose has identified operational problems along the Oakland Road corridor at the US 101/Oakland Road interchange, primarily due to capacity constraints. The interchange's current configuration is inadequate to serve the vehicular demand since it serves 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 at this location: 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 projects will create additional capacity for accessing and crossing US 101 in order to accommodate future growth in the vicinity.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Source(s)
16. TRANSPORTATION/TRAFFIC. Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X		13

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Source(s)
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X		13
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X	1, 2
d) Substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?				X	1, 2
e) Result in inadequate emergency access?			X		1, 2
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X		13

Discussion

Significance Criteria

A traffic impact is considered significant in the City of San Jose if the following occurs under either peak hour:

- 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

- 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 or more seconds *and* the demand-to-capacity ratio to increase by 0.01 or more. [An exception to this policy 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 0.01 or more.]

- 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.

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:

- 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

- 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.

For the analysis of cumulative conditions in San Jose, a significant cumulative traffic impact at an

intersection is identified by comparing cumulative traffic conditions against background traffic conditions. The cumulative projects collectively would create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if during either the AM or PM peak hour:

- 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 cumulative conditions, or

- The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of cumulative project trips causes both the critical-movement delay at the intersection to increase by four or more seconds and the V/C ratio to increase by 0.01 or more.

An exception to this rule applies when the addition of cumulative 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 0.01 or more.

Project Traffic Generation

Traffic volumes from the proposed project, and the locations where that traffic is expected to appear, are estimated based on 1) trip generation, 2) trip distribution, and 3) trip assignment. In determining project trip generation, traffic entering and exiting the site is estimated for the AM and PM peak hours. For project trip distribution, an estimate is made of the directions the project trips would travel. For trip assignment, project trips are assigned to specific streets and intersections.

Trips generated by the project were determined based on the *San Jose Traffic Impact Analysis Handbook*, (August 2008). Since the project would replace existing commercial uses on the site, trips generated by the existing uses were subtracted from each study intersection prior to adding project traffic. The distribution pattern associated with the existing commercial uses is different than the residential component of the proposed mixed-use development; therefore, the trips generated by the existing uses were subtracted from the roadway network based on the site's current trip distribution pattern. The peak hour trips generated by the existing commercial uses were obtained from driveway counts conducted in April 2008.

Per the CMP guidelines, a 13 percent mixed-use trip reduction was applied to account for internalization of trips due to the interaction between the residential uses and the restaurant. A transit reduction was not applied to the residential component of the project, however, since the project site is not located within 2,000 feet of an LRT station or a major bus stop.

The proposed project would replace a variety of existing uses on the site, including a brewery, warehouse uses, print shops, artist studios, glass shops, offices, paint shops, manufacturing, a drapery shop, a produce store, and auto body shops. Since the project would replace existing commercial uses, the trips generated by the existing uses were subtracted at each study intersection prior to adding the estimated project traffic to the roadway network. The trip generation for the project is presented in Table 6.

Table 6
Project Trip Generation Estimates

Land Use	Size	Daily Rate	Daily Trips	AM Peak Hour				PM Peak Hour			
				Pk Hr Rate /a/	In	Out	Total	Pk Hr Rate /a/	In	Out	Total
Proposed											
Condominiums/ Townhouses /b/	318 Units	7.50	2,385	0.75	84	155	239	0.75	155	84	239
Affordable Senior Housing /b/	71 units	3.60	256	0.43	12	19	31	0.43	19	12	31
Artist Studios /b/	8,500 s.f.	5.0	43	0.75	4	2	6	0.80	2	4	6
Live/Work Units /c/											
Residential Component (Apartments-50% Red.)	14 units	3.00	42	0.30	1	3	4	0.30	3	1	4
Commercial Component (Gen. Office-50% Red.)	16,660 s.f.	5.5	92	0.77	11	2	13	0.77	2	11	13
Live/Work Sub Total:			134		12	5	17		5	12	17
Restaurant /b/	5,500 s.f.	97.00	534	0.97	5	0	5	7.76	30	13	43
Mixed-Use Internalized Reduction /d/			*-139*		*-1*	*0*	*-1*		*-8*	*-3*	***-11***
Restaurant Sub Total:			395		4	0	4		22	10	32
Proposed Uses Total:			**3,213**		**116**	**181**	**297**		**203**	**122**	**325**
Existing (credits)											
General Commercial Occupied /e/	209,950 s.f.	7.81	1,640	0.44	66	27	93	0.78	71	93	164
General Commercial Vacant /f/	32,300 s.f.	7.81	252	0.44	10	4	14	0.78	11	14	25
Existing Uses Total:			1,892		76	31	107		82	107	189
Net Project Trips:			**1,321**		**40**	**150**	**190**		**121**	**15**	**136**

Notes
/a/ Rate per unit for residential use; per 1,000 s.f. for restaurant, community amenity space, and existing general commercial uses.
/b/ Rates for proposed residential, warehouse (studio), and restaurant uses based on *San Jose Traffic Impact Analysis Handbook*, August 2008.
/c/ 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. The commercial (office) component of each live/work unit would total approximately 1,190 square feet.
/d/ 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 restaurant components. A 13% reduction was first applied to the smaller of the two generators (restaurant). The trips generated by the larger generator (residential) were then reduced by the same number of trips as were reduced for the restaurant.
/e/ The peak hour trip generation for the existing commercial uses on the site are based on driveway counts conducted on April 3, 2008.
/f/ When the driveways were counted, the site had a 13% vacancy rate.

Project Conditions

Intersections

Projected peak hour traffic volumes with the project were estimated by adding project traffic to background volumes. Project conditions were evaluated relative to background conditions in order to determine potential impacts. The results of the intersection level of service analysis under project conditions are presented in Appendix G (Table ES-1). The results show that, measured against the City of San Jose level of service impact criteria (for "protected" and standard intersections), five study intersections would be significantly impacted by the project, as summarized below.

- The protected intersection of North First Street/Taylor Street would operate at 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 2.1 percent (more than 0.5 percent).

- The protected intersection of North Tenth Street/Hedding Street would operate at LOS E during both the AM and PM peak hours under background conditions, and the added trips as a result of the project would cause the V/C ratio to increase by 0.9 percent during the AM peak hour and 1.5 percent during the PM peak hour (more than 0.5 percent in both cases).

- The protected intersection of North Eleventh Street/Taylor Street would operate at LOS F 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 2.2 percent (more than 0.5 percent).

- The protected intersection of North Thirteenth Street/Hedding Street would operate at 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 0.9 percent (more than 0.5 percent).

- The intersection of Oakland Road and US 101 Southbound Ramps would operate at LOS F during the PM peak hour under background conditions, and the added trips as a result of the project would cause the average critical delay to increase by 6.4 seconds (more than four seconds) and the V/C ratio to increase by 1.5 percent (more than one percent). Based on the City of San Jose and CMP level of service impact criteria, this constitutes a significant project impact.

Mitigation Measures

- The applicant shall pay the Protected Intersection Traffic Impact Fee for the intersections of North First Street/Taylor Street, North Tenth Street/Hedding Street, North Eleventh Street/Taylor Street, and North Thirteenth Street/Hedding Street. Since the project impacts four protected intersections, the estimated project cost is $3,000 X 182 AM peak hour trips, plus a 3.5% annual cost escalation adjustment = $546,000. In order to finalize the offsetting improvements to be constructed by the project, a community meeting shall be held to determine agreed upon improvements and the project proponent shall submit improvement plans to the City of San Jose, Department of Public Works for review and approval prior to issuance of any building permits.[7]

- The applicant shall participate in the US 101/Oakland/Mabury TDP Traffic Impact Fee Program. Since the project would send a portion of PM peak hour trips through the US 101/Oakland Road interchange, the proponent would be required to pay a fair share contribution toward the planned interchange improvements. [The TDP traffic impact fee is $30,000 per each new PM peak hour trip that added to the US 101/Oakland Road interchange; therefore, the estimated fee would be approximately $1,410,000.] The project shall pay the US 101/Oakland/Mabury TDP Traffic Impact Fee prior to Public Works clearance or issuance of any building permits.

[7] Note: the intersection of North First Street/Taylor Street also met the peak hour warrant indicating that further analysis is required to determine if a traffic signal is necessary. Additional analysis may include evaluation of vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be required depending on existing field conditions.

Protected Intersection Impact Requirements

The impacted study intersections of North First Street/Taylor Street, North Tenth Street/Hedding Street, North Eleventh Street/Taylor Street, and North Thirteenth Street/Hedding Street have been identified as City of San Jose protected intersections. The LOS Policy specifies that protected intersections are locations that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect on other transportation modes (such as pedestrian, bicycle, and transit systems). Protected intersections, therefore, are not required to maintain the City's Level of Service D standard.

If a development project is projected to have significant traffic impacts at a designated protected intersection, the project is not required in that particular instance to provide further vehicular capacity-enhancing improvements to the intersection in order for the City to find project conformance with the General Plan. Instead, the project may be found to be in conformance with the General Plan and 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 located within the area affected by the project's vehicular traffic impacts.

The improvements made to the Citywide transportation system may include enhancements to pedestrian, bicycle, and transit facilities as well as neighborhood traffic calming measures and other roadway improvements. The City will typically 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. The applicant must submit improvement plans to the City of San Jose Department of Public Works for review and approval. Community outreach should occur in conjunction with the project review and approval process. Specific improvements can be finalized during the subsequent planning permit stages.

The LOS Policy has established that the value of off-setting improvements should be equal to $2,000 per net peak hour project trip for one protected intersection impact and $3,000 per net peak hour project trip for multiple protected intersection impacts to fund alternative transportation improvements. 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. Since the project impacts four protected intersections, the estimated project cost is $3,000 times 190 AM peak hour trips, plus a 3.5 percent annual cost escalation adjustment (estimated at $570,000).

If an applicant chooses not to construct other transportation system improvements for a project found to have a significant impact on one or more protected intersections, the other alternative for finding the project consistent with the General Plan is to reduce the size of the proposed project such that it would no longer result in a significant impact to any protected intersection. If an applicant chooses not to implement other transportation system improvements, or to reduce the project size in order to eliminate the significant LOS impact at the protected intersection, then the project would not be consistent with the City's General Plan and could not be approved. In this instance, the project would have a significant unavoidable CEQA impact with no possibility for overriding considerations.

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, which are due primarily to the capacity constraints of the interchange. The current configuration is inadequate to meet vehicular demand since it serves as the main gateway to 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 result of the City Council's approval of the US 101/Oakland/Mabury TDP is a change to the normal sequence of events, allowing 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. As part of the new Policy, a fee to fund the planned interchange improvements has been adopted. Any project that would add traffic to the US 101/Oakland Road interchange is 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 is based on the number of PM peak hour vehicular trips that would be added to the US 101/Oakland Road interchange.

Since the proposed Cannery Park residential mixed-use development project would add some PM peak hour trips through the US 101/Oakland Road interchange, the project would be required to pay a fair share contribution toward the planned interchange improvements. Payment of the TDP traffic impact fee also would serve as mitigation for the project, since the project would result in a significant impact at the Oakland Road/US 101 Southbound Ramps study intersection. The TDP traffic impact fee is $30,000 per each new PM peak hour vehicle trip that would be added to the US 101/Oakland Road interchange. The project would be required to pay the traffic impact fee prior to Public Works clearance (estimated at $1,470,000).

Freeway Segments

The results of the CMP freeway level of service analysis are summarized in Appendix G (see Table ES-2). Traffic volumes on the study freeway segments under project conditions were estimated by adding project trips to the existing volumes obtained from the 2008 CMP Annual Monitoring Report. The results show that the project would not cause a significant increase in traffic volumes (more than one percent of freeway capacity) on any of the study freeway segments.

Cumulative Conditions

It is assumed in this analysis that the transportation network under cumulative conditions would be the same as described under background conditions with the exception of the roadway improvements listed below.

- Oakland Road and Commercial Street – Addition of a second westbound left-turn lane on Commercial Street. (Funding: San Jose Flea Market project-sponsored improvement)
- US 101 North Ramps and Oakland Road – Addition of a second westbound right-turn lane on the US 101 northbound off-ramp. (Funding: Unknown) Addition of a second northbound left-turn lane on

Oakland Road. (Funding: San Jose Flea Market project-sponsored improvement) Conversion of a southbound through lane to a shared through/right-turn lane on Oakland Road. (Funding: San Jose Flea Market project-sponsored improvement and/or North San Jose Development Policy Phase 3 Traffic Impact Fee)

- US 101 South Ramps and Oakland Road – Addition of a second eastbound right-turn lane on the US 101 southbound off-ramp. (Funding: San Jose Flea Market project-sponsored improvement) Increase the number of lanes on the US 101 overpass from 4 lanes to 6 lanes. (Funding: North San Jose Development Policy Phase 2 Traffic Impact Fee)

For the purpose of this traffic impact analysis, peak hour traffic volumes attributable to the following pending projects were included under the cumulative conditions scenario:

1. Downtown Strategy Plan 2000 (Phase 2) – The Downtown Strategy Plan project is a comprehensive plan for the development of the downtown core area of San Jose through the year 2010. The Downtown Strategy Plan project area (downtown core) includes the areas generally to the west near Diridon Station, north to Taylor Street, to the east near San Jose State University and City Hall, and south to I-280.

2. Vision North San Jose (Phase 2) – The Vision North San Jose project represents an update to the North San Jose Area Development Policy. The Policy update would allow for increases in industrial square footage and provide high-density housing and retail amenities for North San Jose area workers. The Policy update also identifies necessary transportation improvements to support new development and creates a traffic impact fee program for new development to share the cost of those improvements. The Policy area boundaries generally include the area within San Jose north and west of I-880 or Coyote Creek, east of the Guadalupe River and south of SR 237, as well as an area east of I-880 along Murphy Avenue as far as Lundy Avenue. The North San Jose Area Development Policy was approved by City Council on June 13, 2009.

3. Japantown Corporation Yard Residential Mixed-Use Development – The Japantown Corporation Yard residential mixed-use development project 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. 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.

Intersections

A project's contribution to a cumulative intersection impact generally is deemed considerable in the City of San Jose if the proportion of project traffic represents 15 percent or more of the increase in total volume from background traffic conditions to cumulative traffic conditions.

The intersection level of service results under cumulative conditions are summarized in Appendix G (Table ES-1). The results show that, measured against the City of San Jose level of service standards, 10 signalized study intersections would operate at an unacceptable LOS E or worse under cumulative conditions during either the AM or PM peak hour as follows:

- SR 87 and Taylor Street (AM peak hour – LOS E)
- North First Street and I-880 Southbound Ramps (AM peak hour – LOS F)
- North First Street and Taylor Street – CSJ Protected (AM peak – LOS E, PM peak – LOS F)
- North Tenth Street and Hedding Street – CSJ Protected (AM peak – LOS F, PM peak – LOS E)

- North Tenth Street and Taylor Street – CSJ Protected (PM peak hour – LOS F)
- North Eleventh Street and Taylor Street – CSJ Protected (AM and PM peak hours – LOS F)
- Oakland Road and Commercial Street (AM and PM peak hours – LOS F)
- Oakland Road and US 101 Northbound Ramps (AM and PM peak hours – LOS F)
- Oakland Road and US 101 Southbound Ramps (PM peak hour – LOS F)
- North Thirteenth Street and Hedding Street – CSJ Protected (AM peak hour – LOS E)

All other study intersections would operate at an acceptable LOS D or better under cumulative conditions during both the AM and PM peak hours, according to the City of San Jose LOS standards.

Of the 10 intersections identified above, five are City of San Jose protected intersections. As described earlier, protected intersections are not required to maintain LOS D. The project applicant would be required to provide offsetting transportaion system improvements to address the project's contribution of trips to the protected intersections.

Three of the 10 study intersections identified above are located at the US 101/Oakland Road interchange. Since the project would add trips to the US 101/Oakland Road interchange, the applicant would be required to pay a fair share contribution toward planned interchange improvements as part of the US 101/Oakland/Mabury Transportation Development Policy, as described earlier.

The remaining two intersections identified above, SR 97/Taylor Street and North First Street/I-880 Southbound Ramps, would operate at LOS E during the AM peak hour under cumulative traffic conditions. As previously described, a project's contribution to a cumulative intersection impact is deemed considerable if the proportion of project traffic represents 15% or more of the increase in total volume from background to cumulative traffic conditions. Based on this criteria, the project would not contribute a considerable amount of traffic (only about 5% of the total increase in trips) to the SR 87/Taylor Street intersection. At the North First Street/I-880 Southbound Ramps intersection, the project would contribute approximately 30% of the total increase in trips. However, this intersection is covered by the North San Jose Area Development Policy, which includes a traffic analysis that addresses potential level of service impacts and lists all necessary transportation improvements to support anticipated development in North San Jose. Therefore, this intersection is exempt from level of service criteria including cumulative impact criteria since the impacts have already been identified and mitigated through the North San Jose Area Development Policy.

Based on the discussion above, the project would have less-than-significant cumulative traffic impacts.

Site Access and Circulation

Access to the project site would be provided via Tenth Street and Taylor Street. The conceptual site plan proposes two driveways: one driveway on Tenth Street into the proposed at-grade garage and one driveway along Taylor Street to access open parking areas.

Transit Service

Local bus lines 11, 12, 61, 62 and 66 all operate along roadways within walking distance of the project site. The Civic Center LRT station is served directly by all but one (line 11) of these Local bus lines, as well as Express lines 180 and 181. Due to the convenient locations of bus stops and bus service to and from the Civic Center LRT station, it is assumed that some new residents would utilize the existing transit service for commuting purposes. Applying a 9 percent transit mode share to the overall residential development, which is probably the highest that could be expected, equates to approximately 24 new

transit riders during the AM and PM peak commute periods. Assuming the existing peak hour transit service would remain unchanged, it is estimated that these new riders could be accommodated by the current available ridership capacity of the existing VTA bus and LRT service in the study area. Thus, 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 and pedestrian signal heads at the signalized intersections. The extensive network of sidewalks within the study area generally exhibits good connectivity and would provide residents with a safe connection between the project site and the other surrounding land uses in the area. Sidewalks do not exist, however, on both sides of Hedding Street between North Tenth Street and the Southern Pacific railroad tracks to the west. Sidewalks also do not exist on the west side of North Tenth Street north of Hedding Street, and on the west side of North Tenth Street just south of Hedding Street where there is an existing bus stop. Standard sidewalks should be provided at the North Tenth Street bus stop location.

Schools. There are four schools (two public and two private) located within an approximately one-half mile radius of the project site. Grant Elementary School, located on Jackson Street at North Tenth Street, is approximately one-quarter of a mile southeast of the project site. Peter Burnett Middle School, located west of the project site on North Second Street at Hedding Street, is between one-half and three-quarters of a mile walk from the site. Montessori Academy, located on North First Street about one-half mile west of the project site, provides a private preschool through kindergarten learning program. Lotus Preschool is a private preschool located at the San Jose Buddhist Church Bestuin on North Fifth Street between Taylor and Jackson Streets, and is less than one-half mile walk from the project site. The existing network of sidewalks and crosswalks within the study area would provide children with a safe connection between the project site and these schools.

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. Two sizeable public parks are located within approximately one-half mile walking distance of the project site: Bernal Park and Backesto Park. Bernal Park is located west of the project site and is bordered by Hedding Street on the north, North Eighth Street on the east, Mission Street on the south, and North Seventh Street on the west. Backesto Park is located southeast of the project site and is bordered by Jackson Street on the north, North Fifteenth Street on the east, Empire Street on the south, and North Thirteenth Street on the west. Also, the Guadalupe River Park trail system is situated approximately one mile west of the project site, and offers a continuous paved trail for pedestrians and bicyclists that is separated from motor vehicle traffic. Access to the Guadalupe River Park trail is provided via Hedding and Taylor Streets. Residents of the proposed residential development most likely would utilize these

parks for recreational purposes. The existing roadway facilities would be adequate for residents to walk and/or bike to and from these parks. In addition to the nearby existing parks, the project would construct a new public park located on the north end of the project site.

Bicycle Facilities

Class II bicycle lanes exist on North Tenth Street adjacent to the project site and extend northward, continuing on Old Bayshore Highway. On-street bike lanes also exist on Oakland Road north of US 101, on Hedding Street east of North Seventeenth Street, and on Taylor Street west of North First Street. Although many of the roadways in the project area contain moderate to heavy traffic volumes, presence of on-street parking, and sometimes 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 three bicycle trips during the AM and PM peak hours; tus, the project is expected to add very little bicycle traffic to the roadways in the study area.

The Guadalupe River Park multi-use trail (Class I Bikeway) is located about one mile west of the project site and provides an off-street bicycle path. To access the trail from the project site bicyclists would need to use Taylor Street, which does not contain bike lanes between North First Street and the site.

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 affect the recurring Japantown events or the street closures associated with festivals and parades.

Other Traffic Issues

In addition to the issues analyzed above, the project would not result in impacts associated with the following: 1) a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, 2) a substantial increase in hazards due to a design feature or 3) any conflict with adopted policies, plans, or programs supporting alternative transportation.

Q. UTILITIES AND SERVICE SYSTEMS

Setting

Utilities and services are furnished to the project site by the following providers:

- Wastewater Treatment: treatment and disposal provided by the San Jose/Santa Clara Water Pollution Control Plant (WPCP), and lines maintained by the City of San Jose
- Water Service: San Jose Water Company
- Storm Drainage: City of San Jose
- Solid Waste: Various
- Natural Gas & Electricity: PG&E

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
16. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X	1
b) Require or result in the construction of new water or wastewater treatment facilities of expansion of existing facilities, the construction or which could cause significant environmental effects?				X	1
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		1
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X		1
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X		1
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		1
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X	1

Discussion

The proposed mixed use would result in an incremental increase in utility usage and water consumption, as well as generation of solid waste, storm water, and wastewater from the development of 403 new residential units and a restaurant. The utility demand estimates provided below do not account for current demand from existing commercial and industrial uses, which are not available at this time. This utilities discussion is based on information provided by Carlson, Barbee & Gibson, Inc. (September 2010).

Wastewater: The project is expected to generate approximately 102,000 gallons per day of wastewater (Carlson, Barbee & Gibson, Inc., September 2010). Wastewater generated on the project site is served by an existing 38-inch sanitary sewer line located in Taylor Street. There are existing 10-inch and 8-inch sewers in North Ninth Street, East Mission Street, and Tenth Street, respectively. For the four proposed residential buildings, new sewer connections would be connected to the existing 10-inch sanitary sewer line in North Ninth Street. A separate service connection for the restaurant would be constructed off Taylor Street and connected directly to the existing 38-inch line.

Water: The project is expected to generate the demand for approximately 1230,000 gallons per day of potable water. There are 6-inch potable water lines surrounding the project site in Taylor Street, Mission Street, and Tenth Street. If necessary, a new 6-inch waterline would be extended within North Ninth Street. The existing Gordon Biersch Brewery building and its existing water service will remain

unchanged. The existing water service to the historical building (Building D on the site plan in Figure 4) may need to be upgraded. The project would also include updated water facilities to provide for adequate fire service to the existing historical building.

For the three other new residential buildings, new water and fire flow lines would be constructed off Tenth Street. A separate service line for the restaurant would be constructed off Taylor Street. The final location and size of the potable and fire flow facilities would be determined during final project design, subject to review and approval of the San Jose Fire Department.

Storm Drainage: Storm drainage is specifically addressed under **I. Hydrology and Water Quality**.

Solid Waste: The project would generate solid waste, particularly from the proposed restaurant and multifamily residential uses. These uses are estimated to create about 2,042 lbs/day of trash.[8] The project proposes recycling amenities to reduce solid waste generation, and would not adversely affect any landfills.

The proposed uses are located on a developed site in an urban area that is served by municipal providers. The project would be subject to developer fees to accommodate the incremental demand on services. The project, with proposed improvements as needed, would not significantly impact utility systems.

[8] Based on rates provided at www.CalRecycle.ca.gov. Estimate does not include solid waste from artist studios, which were not readily available.

R. MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
17. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X		1, 2, 7, 8
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.			X		1, 2, 14
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			X		1, 2, 6

The project would not result in significant impacts associated with the CEQA mandatory findings of significance. Based on the analysis provided in this Initial Study, the proposed mixed use, infill project would not substantially degrade or reduce wildlife species or habitat, impact historic or other cultural resources, result in significant cumulative impacts, or cause adverse effects on humans with mitigation and recommendations identified within this Initial Study.

Chapter 4. References

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APPENDIX A
AIR QUALITY ANALYSIS

DRAFT

AIR QUALITY ANALYSIS

FOR THE

CANNERY PARK MIXED USE DEVELOPMENT

Prepared by:

Denise Duffy & Associates, Inc.

September 28, 2010

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Attachments

1. Air Quality Modeling Results

1.0 INTRODUCTION

This report was prepared to present the results of a quantitative analysis of air quality impacts associated with the Cannery Park Mixed Use Development Project (Cannery Park Project) based upon the recently adopted Bay Area Air Quality Management District's CEQA Guidelines (June 2010). This report provides a quantitative analysis of construction-related, area source and operational emissions of regional and local air pollutants and greenhouse gas emissions using the most recent version of the URBEMIS2007 Model and the Bay Area Greenhouse Gas Model (BGM). Other air quality issues are not evaluated herein because the screening levels established by the Guidelines were not met.

2.0 ENVIRONMENTAL SETTING

REGIONAL AIR POLLUTANTS

Air pollution standards are regulated through the Federal Clean Air Act of 1970 (FCAA) and the Clean Air Act Amendment of 1977 administered by the US Environmental Protection Agency (EPA) and the California Clean Air Act (CCAA) administered by the Air Resources Board (ARB). Ambient air quality standards are set for sulfur dioxide (SO_X), carbon monoxide (CO), nitrogen oxides (NO_X), hydrocarbons, ozone (O_3), particles less than 10 micrometers in diameter (PM_{10}) and particles less than 2.5 micrometers in diameter ($PM_{2.5}$) among others.

The project site is located in the Bay Area Air Basin, which is managed by the Bay Area Air Quality Management District (BAAQMD). The BAAQMD operates several air quality monitoring stations within the Basin with one station located in the City of San Jose (Jackson Street). The data collected at this Station is considered to be generally representative of the air quality in the City with respect to regional pollutants such as ozone. Pollutant concentrations that are more sensitive to distance from emission sources, such as carbon monoxide, depend primarily on proximity to roadways.

The BAAQMD periodically prepares and updates plans to achieve the goal of healthy air. Typically, a plan will analyze emissions inventories (estimates of current and future emissions from industry, motor vehicles, and other sources) and combine that information with air monitoring data (used to assess progress in improving air quality) and computer modeling simulations to test future strategies to reduce emissions in order to achieve air quality standards. Air quality plans usually include measures to reduce air pollutant emissions from industrial facilities, commercial processes, motor vehicles, and other sources. Bay Area plans are prepared with the cooperation of the Metropolitan Transportation Commission, and the Association of Bay Area Governments. Ozone Attainment Demonstrations are prepared for the national ozone standard and Clean Air Plans are prepared for the California ozone standard.

The most recent ozone plan in the Bay Area to comply with state air quality planning requirements as codified in the California Health & Safety Code, The 2005 Ozone Strategy is currently being updated by the draft Bay Area 2010 Clean Air Plan (CAP, March 11, 2010). Although Bay Area ozone levels are decreasing, the region is designated as non-attainment for both the one-hour and eight-hour state ozone standards. In addition, emissions of ozone precursors in the Bay Area contribute to air quality problems in neighboring air basins. Under these circumstances, state law requires the CAP to include all feasible measures to reduce emissions of ozone precursors and to reduce transport of ozone precursors to neighboring air basins.

The Bay Area was recently designated as non-attainment for the national 24-hour fine particulate matter ($PM_{2.5}$) standard, and will be required to prepare a $PM_{2.5}$ State Implementation Plan (SIP) pursuant to federal air quality guidelines by December 2012. The 2010 CAP is not a SIP document and does not respond to federal requirements for $PM_{2.5}$ or ozone planning. However, in anticipation of future $PM_{2.5}$ planning requirements, the CAP control strategy also aims to reduce PM emissions and concentrations. In addition, the U.S. EPA is currently reevaluating national ozone standards, and is likely to tighten those standards in the near future. The control measures in the CAP will also help in the Bay Area's continuing effort to attain national ozone standards.

The CAP relies on a multi-level partnership of governmental agencies at the federal, state, regional and local level. These agencies include the Environmental Protection Agency (EPA), Air Resources Board, Association of Bay Area Governments (ABAG), and local governments. Federal and State Ambient Air Quality Standards are illustrated in Table 1. Table 2 shows air quality data for the San Jose (Jackson Street) Monitoring Station, the closest station to the project site.

BAAQMD CEQA Guidelines

The District's CEQA Guidelines were recently adopted to assist local jurisdictions and lead agencies in complying with the requirements of CEQA regarding potentially adverse impacts to air quality. The primary purpose of the Guidelines is to provide a means to identify proposed local plans and development projects that may have a significant adverse effect on air quality and public health. The Air District's updated CEQA Guidelines recommend air quality significance thresholds, analytical methodologies, and mitigation measures for local agencies to use when preparing air quality impact analyses under CEQA. The updated CEQA Guidelines seek to better protect the health and well-being of Bay Area residents by addressing new health protective air quality standards, exposure to toxic air contaminants, and adverse effects from global climate change. The thresholds of significance are included in the Air District's updated CEQA Guidelines. All of the adopted CEQA thresholds of significance – *except for the risk and hazards thresholds for new receptors* – are effective June 2, 2010. The risk and hazards thresholds for new receptors are effective January 1, 2011. It is the Air District's policy that the adopted thresholds apply to projects for which a Notice of Preparation is published, or environmental analysis begins, on or after the applicable effective date.

GREENHOUSE GAS AND GLOBAL CLIMATE CHANGE

Overview of Climate Change and Greenhouse Gases

Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect.

Table 1. Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	California Standard[a,c]	Federal Standard[b]	
			Primary[c,d]	Secondary[c,e]
Ozone (O_3)	1-Hour	0.09 ppm (180 µg/m^3)	- -	- -
	8-Hour	0.07 ppm (137 µg/m^3)	0.075 ppm (147 µg/m^3)	0.075 ppm (147 µg/m^3)
Carbon Monoxide (CO)	1-Hour	20 ppm (23mg/m^3)	35.0 ppm (40mg/m^3)	- -
	8-Hour	9.0 ppm (10mg/m^3)	9.0 ppm (10mg/m^3)	- -
Nitrogen Dioxide (NO_2)	1-Hour	0.18 ppm (339 µg/m^3)	- -	- -
	Annual [f]	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	0.053 ppm (100 µg/m^3)
Sulfur Dioxide (SO_2)	1-Hour	0.25 ppm (655 µg/m^3)	- -	- -
	3-Hour	- -	- -	0.5 ppm (1,300 µg/m^3)
	24-Hour	0.04 ppm (105 µg/m^3)	0.14 ppm (365 µg/m^3)	- -
	Annual [f]	- -	0.030 ppm (80 µg/m^3)	- -
PM_{10}	24-Hour	50 µg/m^3	150 µg/m^3	150 µg/m^3
	Annual[f]	20 µg/m^3	- -	- -
$PM_{2.5}$	24-Hour	no separate state standard	35 µg/m^3	35 µg/m^3
	Annual [f]	12 µg/m^3	15 µg/m^3	15 µg/m^3
Lead[f]	Calendar quarter	- -	1.5 µg/m^3	1.5 µg/m^3
	30-day	1.5 µg/m^3	- -	- -
	3-Month[h]	- -	0.15 µg/m^3	0.15 µg/m^3
Sulfate	24-Hour	25 µg/m^3	- -	- -
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m^3)	- -	- -
Vinyl Chloride[g]	24-Hour	0.010 ppm (26 µg/m^3)	- -	- -
Visibility Reducing Particles	8-hours (10 am - 6 pm)	In sufficient amounts to reduce prevailing visibility to < 10 miles when relative humidity is < 70% w/ equivalent instrument method	- -	- -

ppm = Parts Per Million by volume (or micromoles of pollutant per mole of gas)
µg/m^3 = Micrograms per Cubic Meter

(a) Standards for ozone, carbon monoxide, sulfur dioxide (1 and 24-hour), nitrogen dioxide, suspended particulate matter – PM_{10} and $PM_{2.5}$, and visibility reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

(b) National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98% of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. Environmental Protection Agency for further clarification and current federal policies.

(c) Concentrations expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to match reference temperature and pressure.

(d) National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

(e) National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

(f) Annual Arithmetic Mean

(g) The California Air Resources Board has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse heal effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

(h) National lead standard, rolling 3-month average: final rule signed October 15, 2008.

Source: California Air Resources Board. 2009. Ambient Air Quality Standards. April 14. http://www.arb.ca.gov/research/aaqs/aaqs2.pdf.

Table 2. Local Air Quality Levels for Key Pollutants at the San Jose – Jackson Street

Pollutant	Averaging time	Year	Maximum Concentration (Note 1)	Measured Days that Above State Standard	Days Exceeding the Federal Standard
Ozone	1 hour	2007	0.083 ppm	0	NA (Note 2)
		2008	0.118 ppm	1	NA (Note 2)
		2009	0.088 ppm	0	NA (Note 2)
Ozone	8 hour	2007	0.068 ppm	0	0
		2008	0.080 ppm	3	2
		2009	0.069 ppm	0	0
Particulate Matter of less than 10 microns	24 hour	2007	69.1 $\mu g/m^3$	3	0
		2008	57.3 $\mu g/m^3$	1	0
		2009	43.3 $\mu g/m^3$	0	0
Particulate Matter of less than 2.5 microns	24 hour	2007	57.5 $\mu g/m^3$	NA (Note 3)	9
		2008	41.9 $\mu g/m^3$	NA (Note 3)	5
		2009	35.0 $\mu g/m^3$	NA (Note 3)	0

NOTES: NM = Not measured. ppm = parts per million $\mu g/m^3$ = micrograms per cubic meter
* There was insufficient (or no) data available to determine the value.
1. Maximum Concentrations are based on California standard averaging time and methodology, except $PM_{2.5}$ which is based on National Standard methodology.
2. The national 1-hour ozone standard was revoked in June 2005 and is no longer in effect.
3. California does not have a 24-hour Average Standard for $PM_{2.5}$.
Source: Data from CARB, Summary of Air Quality Data, 2007 - 2009 (http://www.arb.ca.gov/adam/index.html and http://www.arb.ca.gov/adam/topfour/topfour2.php), accessed July 6, 2010.

Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for enhancing the greenhouse effect (Intergovernmental Panel on Climate Change or IPCC, 2008). Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors (California Energy Commission 2006a). In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (California Energy Commission 2006a). A byproduct of fossil fuel combustion is CO_2. Methane, a highly potent GHG, results from off-gassing associated with agricultural practices and landfills. CO_2 accounts for approximately 85% of total GHG emissions from human sources, and methane and nitrous oxide account for almost 14%. Processes that absorb and accumulate CO_2, often called CO_2 "sinks," include uptake by vegetation and dissolution into the ocean.

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are of regional and local concern, respectively. California is the 12th to 16th largest emitter of CO_2 in the world and produced 492 million gross metric tons of carbon dioxide equivalents in 2004 (California Energy Commission 2006a). Carbon dioxide equivalents (CO_2e) are a measurement used to account for the fact that various GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Methane, for example has a global warming potential of 23 times that of CO_2, and nitrous oxide has a global warming potential of 296 times that of CO_2 according to the IPCC Third Assessment Report (IPCC, 2007).

Federal Climate Change Regulations

On the national level, there are incentives for businesses and individuals to take voluntary steps to limit GHG emissions. However, there is currently no federal legislation capping GHG emissions. In response to the FY2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110–161), EPA issued the Mandatory Reporting of Greenhouse Gases Rule. The rule requires reporting of GHG emissions from large sources and suppliers in the United States, and is intended to collect accurate and timely emissions data to inform future policy decisions. Under the rule, suppliers of fossil fuels or industrial greenhouse gases, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions are required to submit annual reports to EPA. The final rule was signed by the Administrator on September 22, 2009. On October 30, 2009, the final rule was published in the Federal Register (www.regulations.gov) under Docket ID No. EPA-HQ-OAR-2008-0508-2278. The rule became effective December 29, 2009. This action included final reporting requirements for 31 of the 42 emission sources listed in the proposal. EPA's GHG reporting system will provide a better understanding of where GHGs are coming from and will guide development of the best possible policies and programs to reduce emissions. This comprehensive, nationwide emissions data will help in the fight against climate change.
On February 2010, the Council on Environmental Quality (CEQ) published Draft NEPA Guidance on Consideration of the Effects of Climate Change and Greenhouse Gas Emissions. With this publication, CEQ proposes to advise Federal agencies that they should consider opportunities to reduce GHG emissions caused by proposed Federal actions and adapt their actions to climate change impacts throughout the NEPA process and to address these issues in their agency NEPA procedures.

On March 22, 2010, EPA Administrator Jackson signed four new proposed rules that amend the Mandatory Greenhouse Gas Reporting Rule. These proposals would require reporting of emissions data from the oil and natural gas, industries that emit fluorinated greenhouse gases, and from facilities that inject and store CO_2 underground for the purposes of geologic sequestration or enhanced oil and gas recovery. In addition, EPA has proposed to add three new reporting requirements to the General Provisions (Subpart A) of the rule. EPA plans to finalize all four of these proposals this year.

California Climate Change Regulations

In 2002, Governor Schwarzenegger signed Assembly Bill 1493 (Pavley) requiring that the California Air Resources Board (ARB) develop and adopt regulations by January 1, 2005 that achieve “the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty truck and other vehicles determined by the ARB to be vehicles whose primary use is noncommercial personal transportation in the state.” The ARB’s Board first approved regulations to comply with AB1493 and reduce GHGs from passenger vehicles in September 2004, with the regulations to take effect in 2009. The regulations were threatened by automaker lawsuits and were stalled by the U.S. EPA’s delay in reviewing and then initially denying California’s waiver request. The U.S. EPA granted California the authority to implement GHG emission reduction standards for new passenger cars, pickup trucks and sport utility vehicles on June 30, 2009. These so-called “Pavley” regulations will reduce GHG emissions from California passenger vehicles by about 22 percent in 2012 and about 30 percent in 2016, all while improving fuel efficiency and reducing motorists’ costs. On September 24, 2009, the ARB adopted amendments to the Pavley regulations that cement California’s enforcement of the Pavley rule starting in 2009 while providing vehicle manufacturers with new compliance flexibility. The amendments will also prepare California to harmonize its rules with the federal rules for passenger vehicles.

In 2005, Governor Schwarzenegger signed Executive Order S-3-05, which proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra's snow pack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total greenhouse gas emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80% below the 1990 level by 2050. The Executive Order directed the Secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce greenhouse gas emissions to the target levels. The Secretary must also submit biannual reports to the governor and state legislature describing: 1) progress made toward reaching the emission targets; 2) impacts of global warming on California's resources; and 3) mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the Secretary of the CalEPA created a Climate Act Team (CAT) made up of members from various state agencies and commission. CAT released its first report in March 2006. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government, and community actions, as well as through state incentive and regulatory programs.

In September 2006, Governor Schwarzenegger signed Assembly Bill 32 (AB 32), the California Climate Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs ARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then ARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32. AB 32 requires that ARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

Also in September 2006, Governor Schwarzenegger signed SB 1368, the companion bill of AB 32. SB 1368 required the California Public Utilities Commission (PUC) to establish a greenhouse gas emission performance standard. Therefore, on January 25, 2007, the PUC adopted an interim GHG Emissions Performance Standard in an effort to help mitigate climate change. The Emissions Performance Standard is a facility-based emissions standard requiring that all new long-term commitments for baseload generation to serve California consumers be with power plants that have emissions no greater than a combined cycle gas turbine plant. That level is established at 1,100 pounds of CO_2 per megawatt-hour. "New long-term commitment" refers to new plant investments (new construction), new or renewal contracts with a term of five years or more, or major investments by the utility in its existing baseload power plants. In addition, the California Energy Commission (CEC) established a similar standard for local publicly owned utilities that cannot exceed the greenhouse gas emission rate from a baseload combined-cycle natural gas fired plant. On July 29, 2007, the Office of Administrative Law disapproved the Energy Commission's proposed Greenhouse Gases Emission Performance Standard rulemaking action and subsequently, the CEC revised the proposed regulations. Those regulations can be found at http://www.energy.ca.gov/ghgstandards/documents/index.html. SB 1368 further requires that all electricity provided to California, including imported electricity, must be generated from plants that meet the standards set by the PUC and CEC.

On January 18, 2007, Governor Schwarzenegger issued Executive Order S-1-07, the Low Carbon Fuel Standard (LCFS), that calls for a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020. It instructed the California Environmental Protection Agency to coordinate activities between the University of California, the California Energy Commission and other state agencies to develop and propose a draft compliance schedule to meet the 2020 target. Furthermore, it directed ARB to consider initiating a regulatory proceeding to establish and implement the LCFS. In response, ARB identified the LCFS as an early action item in the AB32 Climate Scoping Plan described above with a regulation to be adopted and implemented by 2010.

On August 24, 2007, Governor Schwarzenegger signed Senate Bill 97 (SB 97) that advances a coordinated policy for reducing greenhouse gas emissions by directing the California Office of Planning and Research (OPR) and the California Resources Agency to develop CEQA guidelines on how state and local agencies should analyze, and when necessary, mitigate greenhouse gas emissions. As directed by SB97, the Natural Resources Agency adopted Amendments to the CEQA Guidelines for greenhouse gas emissions on December 30, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18, 2010.

On September 30, 2008, Governor Schwarzenegger signed Senate Bill 375 (Steinberg; Chapter 728, Statutes of 2008), which combines regional transportation planning with sustainability strategies in order to reduce GHG emissions in California's urbanized areas. It also establishes new streamlining opportunities for infill, compatible projects under CEQA.

On November 14, 2008, Governor Schwarzenegger issued Executive Order S-13-08 to enhance the state's management of climate impacts from sea level rise, increased temperatures, shifting precipitation, and extreme weather events. Key actions in the order include: 1) initiate California's first statewide climate change adaptation strategy; 2) ask the National Academy of Science for an expert panel to report on sea level rise impacts in California; 3) issue guidance to state agencies to plan for sea level rise in designated coastal and floodplain areas for new projects; and 4) initiate a report on critical existing and planned infrastructure projects vulnerable to sea level rise.

In December 2008, the ARB, with input from the CAT, approved a Climate Change Scoping Plan. The Scoping Plan proposes a comprehensive set of actions designed to reduce overall carbon emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, and enhance public health while creating new jobs and enhancing the growth in California's economy. The Climate Change Scoping Plan is the state's roadmap to reach the greenhouse gas reduction goals required in the AB 32. This plan calls for an ambitious but achievable reduction in California's carbon footprint; specifically, reducing greenhouse gas emissions to 1990 levels means cutting approximately 30% from business-as-usual emissions levels projected for 2020, or about 15% from today's levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman and child in California down to about 10 tons per person in 2020. The measures in the Scoping Plan approved by the Board will be developed over the next two years and be in place by 2012. The Scoping Plan expands the list of nine Discrete Early Action Measures into a list of 39 Recommended Actions contained in Appendices C and E of the Plan.

Bay Area Regional Agency Climate Protection Program

In addition to the recent BAAQMD CEQA Guidelines update that addressed GHGs and climate change, on May 4, 2007, a committee comprised of representatives of the Association of Bay Area Governments (ABAG), BAAQMD, the San Francisco Bay Conservation and Development Commission (BCDC), and the Metropolitan Transportation Commission (MTC) approved the Bay Area Regional Agency Climate Protection Program (amended July 20, 2007) to reduce potential effects of climate change. This program includes strategies to:

- Establish management priorities based on impacts, benefits, ease of implementation, and cost effectiveness;
- Increase public awareness and motivate action through workshops and grass-roots outreach;
- Provide assistance such as standardization of procedures for determining impacts, maintaining and distributing data, model codes and other tools, funding for demonstration projects, and others;
- Reduce driving and promote alternative modes of transportation through mechanisms such as road pricing, mode competitiveness, and regional development planning;
- Prepare to adapt, because regardless of regional reductions in potential causes contributing to global climate change, the region will be affected by changing environmental conditions; and
- Increase the importance of CEQA review of CO_2 emissions, conduct life-cycle costing of all capital projects, encourage energy-efficient development with sliding-scale permit fees, rebates and expedited permit review processes, and return the region's freeways to a maximum of 55 miles per hour.

City of San Jose Policies

The City's General Plan contains policies adopted for the purpose of avoiding or mitigating air quality impacts resulting from planned development within the City, including the following:

- Air Quality Policy 1: Establish Appropriate Land Uses & Regulations to Reduce Air Pollution
- Air Quality Policy 2: Promote Expansion & Improvement of Public Transportation Systems
- Air Quality Policy 5: Design Development near Transit Stations to Promote Transit Usage
- Air Quality Policy 6: Enforce the City's Ozone-Depleting Compound Ordinance
- Transportation Policy 17: Encourage Pedestrian Travel
- Transportation Policy 19: Encourage Walking, Bicycling, and Public Transportation
- Transportation Policy 23: Design Street and Sidewalks to Promote Transit Access
- Transportation Policy 28: Promote Implementation of Transportation Demand Management
- Transportation Policy 51: Develop a Safe and Direct Bicycle Network
- Urban Forest Goal: Preserve, Protect, and Increase Tree Plantings in City
- Energy Goal: Foster Development to Reduce Non-renewable Energy Resources
- Energy Policy 9: Encourage the Development of Renewable Energy Sources

The City's General Plan also has strategies, goals, and policies in place to reduce its GHG emissions and impact on global climate change, including the Urban Conservation/Preservation Strategy, Sustainable City Strategy, and energy reduction goals. The San Jose Green Vision was adopted in October 2007 as a 15-year plan to promote cutting-edge sustainable practices. The 10 goals of the Green Vision are as follows:

1. Create 25,000 Clean Tech jobs as the World Center of Clean Tech Innovation;
2. Reduce per capita energy use by 50 percent;
3. Receive 100 percent of our electrical power from clean renewable sources;
4. Build or retrofit 50 million square feet of green buildings;
5. Divert 100 percent of the waste from our landfill and convert waste to energy;
6. Recycle or beneficially reuse 100 percent of our wastewater (100 million gallons per day);
7. Adopt a General Plan with measurable standards for sustainable development;
8. Ensure that 100 percent of public fleet vehicles run on alternative fuels;
9. Plant 100,000 new trees and replace 100 percent of our streetlights with smart, zero-emission lighting; and
10. Create 100 miles of interconnected trails.

The City of San Jose has also adopted a Green Building Policy. The goals of the Green Building Policy focus on five primary categories: sustainable sites, energy and atmosphere, water efficiency, materials and resources, and indoor environmental quality. In October 2008, the City Council adopted the Private Sector Green Building Policy (6-32) that establishes baseline green building standards for new private sector construction and provides a framework for implementation. This policy requires that applicable projects achieve minimum green building performance levels using the Council-adopted standards. The proposed project would be subject to this policy. A commercial project of greater than 25,000 square feet is required to achieve Leadership in Energy and Environmental Design (LEED) Silver rating. A residential project of greater than 10 units is required to achieve LEED Certified rating or Build it Green (BIG) rating of 50 points.

The City of San Jose Department of Environmental Services is currently preparing a Climate Action Plan for San Jose that will identify current and projected GHG emissions and measures for local government and the community to implement to reduce and avoid GHG emissions. The Climate Action Plan is anticipated to be completed in 2011 in conjunction with San Jose's 2040 General Plan Update.

Sensitive Receptors

BAAQMD Guidelines state that a project may be considered a sensitive receptor if it is a place where people live, play, or convalesce, or if sensitive individuals are likely to spend a significant amount of time at the site. The proposed project would include sensitive receptors due to the residential component. In addition, the proposed project site is located adjacent to or in proximity to sensitive receptors. The nearest sensitive receptors to the project site consist of multi-family residential uses (condominiums) to the south and the west (across the railroad tracks), single family residences to the southeast, and the proposed residential units themselves.

3.0 RELEVANT PROJECT CHARACTERISTICS

The project modeled consisted of 403 residential units in four (4) buildings, a new 5,500-square foot (sf) restaurtant, 8,500 sf of artists studio space, private open space areas, and a 0.6 acres of public parkland. The project would be constructed on a11.4-acre site, including 2.67 acres that contains the Gordon Biersch Brewery that will remain unchanged.

Construction Period Assumptions. An approximate 1.5-year construction schedule was assumed in the modeling. Construction phases included the following:

Phase Type	Phase Start Date	Phase End Date	Work Days/ Week	Description
Demolition	01/06/2014	06/30/2014	5	Demolition of approximately 250,000 square feet of 20 foot high bldgs/floors
Fine Site Grading	06/02/2014	08/29/2014	5	Minor grading of up to 8.7 acres (no import or export of soil)
Trenching	07/07/2014	09/05/2014	5	Installation of wet and dry utilities
Building Construction	07/14/2014	01/30/2015	5	Construction of 403 residential units in 4 bldgs, 5500 sf restaurant, 8,500 sf artists studios, and 0.61 ac of park land
Coating	12/01/2014	07/03/2015	5	Painting/coating all surfaces (unmitigated VOC is 250 g/L) adjustment to BAAQMD rules used in mitigation
Paving	01/05/2015	04/03/2015	5	Paving hardscape, parking areas, sidewalks and driveways

Other construction assumptions include the following:

- Fine site grading of the 8.7-acre site using acreages input for the various project land uses. A maximum daily grading area of 2 acres was used in the modeling. Grading was assumed to last approximately 3 months; and
- Architectural coatings (e.g., painting) would occur over the last 7 months of the construction period and the paint would be compliant with BAAQMD Regulation 8, Rule 3 limits.[1]

Operational Assumptions. The project would be constructed as early as 2014; therefore, the operational emissions calculated assumed this year to present the worst-case scenario. Trip generation rates provided by Hexagon Transportation Consultants were used. These included base rates of 7.5 trips per dwelling unit for single-family attached units, 3.6 trips per day for affordable senior housing units, 3.0 trips per day for the residential component of the live/work units, 5.5 trips per day for the commercial component of the live/work units, 5 trips per day for 1,000 square feet of artist studio/warehouse use, and 97 trips per day per 1,000 square feet of restaurant uses. The trip generation rates were adjusted as indicated by Hexagon to account for internalization between residential and retail trips and between residential and restaurant trips (i.e., the trip rate for restaurant uses was reduced from 97 to 71.8 trips per day).

Area Source Assumptions. The area source assumptions regarding the project include the following:

- All new fireplaces were assumed to be natural gas fireplaces or equivalent.
- Energy efficiency would be 20 percent greater than current Title 24 standards (prior to the 2008 Title 24 amendments). This should be achievable, because the project would be subject to the upcoming amendments to the code expected to be in place by 2011.
- At least 20 percent of landscape equipment would be electric powered since the project would include exterior electrical outlets.
- Architectural coatings used for repainting after construction would also comply with Regulation 8, Rule 3 limits.

[1] The URBEMIS2007 model assumption of 250 grams of VOC per liter for architectural coatings was reduced by 30 percent to account for BAAQMD Regulation 8, Rule 3 limits. A majority of the paints would be low VOC content latex type paints that would have emissions less than half of the 250 gram per liter assumption built into URBEMIS2007. The new Regulation 8, Rule 3 would limit VOC content to 150 grams per liter or less for most paints that would be applied for this type of project.

Other adjustments to standard Urbemis Model assumptions are provided in Attachment 1, Air Quality Modeling Results (September 21, 2010).

4.0 THRESHOLDS OF SIGNIFICANCE

In accordance with CEQA Guidelines, a project impact would be considered significant if the project would:

- conflict with or obstruct implementation of the applicable air quality plan;
- violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- expose sensitive receptors to substantial pollutant concentrations; or
- create objectionable odors affecting a substantial number of people.

The BAAQMD's CEQA Guidelines (June 2010) contain Thresholds of Significance for Plan-Level Impacts, including those for criteria air pollutants and precursor emissions.[2] Specifically, proposed plans (except regional plans) must demonstrate the following over the planning period in order to result in a less-than-significant impact:

- Consistency with the current air quality plan control measures; and
- The increase in the plan's vehicle miles traveled or vehicle trips (either measure may be used) is less than or equal to the plan's projected population increase.

The latest CEQA Guidelines approved by the BAAQMD in June 2010 established significance criteria to judge the impacts caused by a project. The Thresholds of Significance applied to this proposed project for construction and for operational effects are described later in this section.

In accordance with CEQA Guidelines with regards to greenhouse gas emissions, a project impact would be considered significant if the project would:

- generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The Thresholds of Significance for operational-related GHG emissions for this project are also consistent with the BAAQMD CEQA Guidelines. Specifically, the proposed project would not have a significant impact if its annual emissions are less than 4.6 metric tons (MT) of CO_2e/SP/yr (residents + employees).

[2] BAAQMD, *California Environmental Quality Act, Air Quality Guidelines*, June 2010 found at http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Updated-CEQA-Guidelines.aspx.

5.0 IMPACTS AND MITIGATION MEASURES

CONSTRUCTION IMPACTS

Construction would generate short-term pollutant emissions from the following construction activities: (1) demolition and site preparation, (2) grading, (3) construction workers traveling to and from construction sites, (4) delivery and hauling of construction supplies and debris to and from construction sites, and (5) fuel combustion by on-site construction equipment and vehicles. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. PM_{10}, $PM_{2.5}$, and diesel exhaust would be the air pollutants of greatest concern, particularly during grading and excavation activities. As shown above, the BAAQMD CEQA Guidelines do not establish a quantitative threshold for greenhouse gas emissions during construction; however, they recommend that GHG emissions during construction should be quantified and disclosed. They also recommend that the lead agency make a determination regarding the significance of the construction GHG emissions in relation to meeting the AB32 GHG reduction goals.

Construction-Related Particulate Matter and Regional Pollutant Emission Impacts

Construction would primarily be accomplished using diesel powered heavy equipment and trucks. Dust can be generated from a variety of project construction activities that include demolition, grading, import/export of fill material, and vehicle travel on unpaved surfaces. In addition, the removal of existing trees on the site could generate wind borne dust. Dust from construction includes PM_{10}. Soil can also be tracked onto paved roads where it is entrained in the air by passing cars and trucks. Additionally, dust can be generated by wind erosion of exposed areas. The rate of dust emissions is related to the type and size of the disturbance, meteorological conditions, and soil conditions. Construction activities can result in localized high concentrations of PM_{10} and affect regional levels of PM_{10}. High levels of PM_{10} can lead to adverse health effects (including aggravation of chronic disease and heart/lung disease symptoms), nuisance concerns, and reduced visibility. Construction emissions are reported in Table 3. Detailed assumptions used to calculate these emissions are found in Attachment 1.

Table 3. Worst-Case Construction Criteria Air Pollutant and Precursor Emissions and Significance Determination in 2014 and 2015

Emission Source	**Emissions**			
	ROG (Note 1)	**NOx**	**PM_{10} Exhaust** (Note 2)	**$PM_{2.5}$ Exhaust** (Note 2)
Worst-case Daily (lbs/day)				
2014	11.09	51.78	2.58	2.36
2015	46.36	30.25	2.01	1.84
BAAQMD Threshold	54	54	82 (Note 1)	54 (Note 1)
Annual Total (tons/year)				
2014	0.56	3.36	0.16	0.15
2015	2.79	0.60	0.04	0.04
BAAQMD Threshold	10	10	15	10

Note 1: The ROG emissions in this table were reported in Attachment 1 as "mitigated" ROG emissions, because the model requires applying the BAAQMD Regulation 8 Rule 3 in the mitigation screen to reduce ROG emissions.
Note 2: The BAAQMD thresholds for PM_{10} and $PM_{2.5}$ apply to construction equipment exhaust only.

As shown in Table 3, all construction emissions were below applicable BAAQMD Thresholds.

Significance Without Implementation of Mitigation: Less-than-Significant

Regardless of the significance determination, the contractor shall implement the following Best Management Practices that are required of all projects:

a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

d. All vehicle speeds on unpaved roads shall be limited to 15 mph.

e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

h. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Construction-Related Carbon Monoxide Hotspots Impacts

Construction activity would potentially result in traffic delays and associated CO hotspots. CO hotspots typically occur at severely congested intersections with high traffic volumes and most often in areas with high rises or extremely stable air. These conditions do not exist in the project vicinity and project construction is not anticipated to result in severe congestion at any intersection or along any roadways.

Significance Without Implementation of Mitigation: Less-than-Significant

Construction-Related Diesel Exhaust Emissions Impacts

California Air Resources Board has identified diesel particulate matter as a toxic air contaminant. It is one of many toxic air contaminants; however, it is estimated to contribute about 70% to the overall potential inhalation cancer risk. Based upon ARB's new off-road diesel vehicle regulations (described previously) the diesel exhaust particulate matter emissions will be reduced starting in 2010.

The heavy construction equipment utilized to construct the project would be diesel fueled. Grading of the site is expected to result in the highest emissions of diesel particulate matter during the construction period. URBEMIS2007 estimated a worst-case daily diesel particulate matter emission rate of 0.16 lbs/day. Therefore, emissions from any one area affecting an off-site sensitive receptor would be small.

There are typically two different periods of grading, a "rough" or "mass" grading phase that requires excavators and dozers and then a "fine" grading phase that may include motor graders, rollers, scrapers, and loaders. This equipment is typically used from 4 to 8 hours per day. Other phases of construction use smaller sized equipment (e.g., some loaders, forklifts), but include numerous heavy-duty truck deliveries for cement, asphalt, building materials, and landscape materials. The project would not include substantial amounts of grading and only typical construction equipment would be used.

Diesel exhaust includes air contaminants that can cause health effects. The increased health risk from these types of emissions (i.e., increased cancer risk) is calculated over a 70-year continuous exposure period at locations of sensitive receptors. In addition, compounds within diesel exhaust, such as acrolein, have been documented to cause adverse acute health effects, such as eye and respiratory system irritation during short term exposures. The proposed project site is located within ¼ mile of sensitive receptors, consisting of ulti-family residential uses (condominiums) to the south and the west (across the railroad tracks), single family residences to the southeast, and the proposed residential units themselves. Truck travel and construction equipment exhaust may result in elevated levels of diesel particulate matter for short time periods. Regulations described above would dramatically reduce the anticipated emissions of diesel exhaust at the site.

Given the construction schedule/timing for the project, the emission modeling result, and the enforcement of the ARB's Off-Road Diesel Rule and Title 13, California Code of Regulations, Section 2485, the impact from diesel exhaust would not be considered significant because the risk averaged over a lifetime would not meet or exceed the BAAQMD's threshold for cancer risk of ten in one million or result in acute health effects.

Significance Without Implementation of Mitigation: Less-than-Significant

Nuisances and Odors

There will be emissions of particulate matter and diesel exhaust as identified above during construction of the proposed project that may create nuisances or odors. These emissions from construction of the proposed project would be temporary in nature and are considered less-than-significant. In addition, the proposed project would be subject to the mitigation requirements identified above, thereby ensuring the impact remains less-than-significant.

Significance Without Implementation of Mitigation: Less-than-Significant

Construction-Related Greenhouse Gas Impacts

Construction activity would result in emissions of CO_2 (788 tons in 2014 and 128 tons in 2012) but no measurable amounts of other GHGs. These quantities are far below any quantitative thresholds adopted for the purpose of mitigating climate change and would not obstruct or conflict with the goals of AB32 if the contractor complies with ARB's Off-Road Diesel Rule and Title 13, California Code of Regulations, Section 2485. For these reasons, the project construction would not result in a significant impact on climate change from construction emissions.

Significance Without Implementation of Mitigation: Less-than-Significant

OPERATIONAL IMPACTS

Regional Criteria and Ozone Precursor Emissions

Table 4 reports the daily and annual operational air pollutant emissions from the proposed project. URBEMIS2007 output was used to calculate emissions of ozone precursor pollutants, PM_{10} and $PM_{2.5}$ to confirm the conclusions that the project would not result in an exceedance of BAAQMD thresholds for regional pollutants, including precursors. The BGM model was used to post process the URBEMIS2007 modeling data to provide estimated GHG emissions. Operational emissions for the project were computed using the URBEMIS2007 model with adjustments. As discussed above, the maximum project size in terms of land use types, number of dwelling units, and square footage was entered into the model. Unless otherwise noted below, the model defaults for the San Francisco Bay Area were used. Additional assumptions are included in Attachment 1, Air Quality Modeling Results.

Table 4. Projected Project Emissions

Scenario	Reactive Organic Gases (ROG)	Nitrogen Oxides (NOx)	Particulate Matter < 10 microns (PM_{10})	Particulate Matter < 2.5 microns ($PM_{2.5}$)
	Modeled Worst-Case Daily Emissions (lbs/day)			
Area Sources	22.80	4.95	0.04	0.04
Operational Sources	17.70	16.97	44.54	8.45
Project Total Sources	*40.50*	*21.92*	*44.58*	*8.49*
Existing Emissions	*12.40*	*12.04*	*27.28*	*5.18*
Net Emissions	**28.10**	**9.88**	**17.30**	**3.31**
BAAQMD Thresholds	*54*	*54*	*82*	*54*
	Modeled Annual Emissions (tons/year)			
Area Sources	*4.10*	*0.89*	*0.00*	*0.00*
Operational Sources	*3.19*	*3.63*	*8.12*	*1.54*
Proposed Project Emissions	***7.29***	***4.52***	***8.12***	***1.54***
Existing Emissions	*2.22*	*2.51*	*4.97*	*0.94*
Net Emissions	**5.07**	**2.01**	**3.15**	**0.60**
BAAQMD Thresholds	*10*	*10*	*15*	*10*

As shown in Table 4, all operational emissions were below applicable BAAQMD Thresholds.

Significance Without Implementation of Mitigation: Less-than-Significant

Carbon Monoxide Hotspots Impacts

Carbon monoxide emissions from traffic generated by the project would be the pollutant of greatest concern at the local level. Congested intersections with a large volume of traffic have the greatest potential to cause high-localized concentrations of carbon monoxide. Air pollutant monitoring data indicate that carbon monoxide levels have been at healthy levels (i.e., below State and federal standards) in the Bay Area since the early 1990s. As a result, the region has been designated as attainment for the standard at both federal and State levels. The nearest monitoring station is in San Jose (Jackson Street), and the highest measured concentration averaged over any 8-hour period during the three years is 3.1 parts per million (ppm). The contribution of project-generated traffic to these levels was predicted using a screening procedure based on the Caline4 Line-Source Dispersion Model, which is approved by the BAAQMD. The intersection of U.S. 101 Southbound ramps and Oakland Road is considered the worst intersection, in terms of elevated carbon monoxide levels, that would be affected by project-generated traffic. The intersection of N. First Street and Taylor Street would be the busiest intersection that is most affected by project traffic. Future carbon monoxide levels were predicted near this intersection under project conditions using traffic projections provided by Hexagon Transportation Consultants (June 12, 2008). More recent counts were incorporated into the updated traffic analysis (September 2010); however, no increase in intersections volumes were identified under project or cumulative plus project conditions in that report, so this analysis adequately analyzes the project's impacts related to CO. Emission factors used in the dispersion model were calculated using the EMFAC2007 model, developed by the California Air Resources Board using default assumptions for Santa Clara County during winter. Carbon monoxide predictions are shown below in Table 5.

Table 5. Predicted 8-Hour CO Concentrations with Project

Intersection	Project (2016)	Cumulative Plus Project (2020)
U.S. 101 Southbound Ramps/Oakland Road	4.1 ppm	3.0 ppm
N. First Street/Taylor Street	3.6 ppm	2.8 ppm
ppm = parts per million *BAAQMD Thresholds: California ambient air quality standard of 9.0 ppm*		

Carbon monoxide concentrations in the near term project conditions and cumulative conditions would be below ambient air quality standards. Vehicle emission rates are predicted by the model to decrease substantially as newer cleaner vehicles replace older ones with higher emission rates. As a result, predicted future carbon monoxide concentrations when the project is in place would be much lower than existing levels. The highest 8-hour concentration with the project in place is predicted to be 4.1 ppm over an 8-hour averaging period. This represents the roadside concentration for project conditions during the PM peak hour conditions for the intersection of Oakland Road/Southbound U.S. 101 ramps. While traffic increases under cumulative conditions with the project, carbon monoxide concentrations decrease due to reduced emission rates. The results of the screening analysis indicate that carbon monoxide levels would be below the state ambient air quality standard of 9.0 ppm; therefore the impact is considered less-than-significant**.**

Significance Without Implementation of Mitigation: Less-than-Significant

Nuisances and Odors

There will be negligible nuisances and odors associated with operation of the proposed project. In addition, the occupants and users of the proposed project would be subject to nuisances or odors based on lack of sources in the vicinity of the project, therefore this is a less-than-significant impact.

Significance Without Implementation of Mitigation: Less-than-Significant

Toxic Air Contaminants

There will be negligible toxic air contaminants associated with operation of the proposed project due to the type of uses proposed (retail, office and residential). In addition, the occupants and users of the proposed project would be exposed to substantial risks associated with off-site emissions of toxic air contaminants based on lack of sources in the vicinity, therefore this is a less-than-significant impact.

Significance Without Implementation of Mitigation: Less-than-Significant

Greenhouse Gas Emissions and Effects of Climate Change on the Project

Introduction

This environmental analysis addresses climate change impacts as two separate topics: (1) a discussion of how the proposed project would contribute to cumulative climate change via release of greenhouse gas emissions during construction (see above) and operation, and (2) a discussion of how climate change's environmental effects could affect the proposed project over time. A qualitative discussion of the proposed project's ability to meet emission reduction goals in the AB32 and to implement ARB's Climate Scoping Plan recommended measures is provided below and quantitative analysis of the new greenhouse gas emissions is provided. In addition, a qualitative discussion of the effects of climate change on the project is provided.

The cumulative increase in greenhouse gas concentrations in the atmosphere has resulted in and will continue to result in increases in global average temperature and associated shifts in climatic and environmental conditions. Multiple adverse environmental effects are attributable to global climate change, such as sea level rise, worsening ambient air quality and associated public health effects, increased incidence and intensity of severe weather events (e.g., heavy rainfall, droughts), water supply quantity or quality changes, and extirpation or extinction of plant and wildlife species. Given the significant adverse environmental effects linked to global climate change induced by greenhouse gases, the emission of greenhouse gases is considered a significant cumulative impact. Emissions of greenhouse gases contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors; therefore, the cumulative global emissions of greenhouse gases contributing to global climate change can be attributed to every nation, region, city, and virtually every individual on the planet. The geographic scope for this analysis for the proposed project is the global atmosphere.

Greenhouse gas emissions do not create environmental effects; rather it is the cumulative increased concentration of CO_2 (and other greenhouse gases) in the atmosphere that results in global climate change and associated consequences. Therefore, this issue is considered solely a cumulative impact issue and the key question for this analysis is whether a project would contribute considerably to any cumulative global climate change impact by emitting a substantial amount of new greenhouse gases. While it is possible to estimate a portion of the project's greenhouse gas emissions, it is typically not possible to determine whether those emissions (however small) would manifest into significant physical environmental impacts. The complexity of global and regional-scale physical, chemical, atmospheric, terrestrial, and aquatic

systems preclude a meaningful determination of whether the greenhouse gases emitted by a single project would result in a measurable or non-negligible change in climate.

Analysis Methodology and Results

The net greenhouse gas emissions of the proposed project were estimated using the Bay Area Greenhouse Gas Model (BGM). Inputs to the BGM included the URBEMIS2007 modeling files for the proposed project using the year 2020, and the existing uses as baseline using the year of 2015 for a conservatively low baseline emission estimate. The BGM uses the URBEMIS2007 file to provide GHG emissions in the form of equivalent CO_2 emissions (CO_2e) in metric tons per year. BGM provides emissions for transportation, area sources, electricity consumption, natural gas combustion, electricity usage associated with water usage and wastewater discharge, and solid waste land filling and transport. Table 6 reports the net annual unmitigated and mitigated GHG emissions (project minus baseline). The mitigation applied are requirements of the City of San Jose in their Private Sector Green Building Policy (6-32). Table 6 also includes a conversion to account for a more specific PG&E electricity emission factor for CO_2 (537 lbs/mwh) whereas the BGM uses a statewide average emission factor for CO2 (804.5 lbs/mwh).

In addition, Table 6 contains the computed GHG efficiency metric. This metric is computed by dividing the total annual emissions in metric tons by the service population. The service population is computed by adding the project population and workforce. Population was computed as 792 new persons based on an average 1.96 people per dwelling unit for the 403 new dwelling units[3]. The workforce for both the retail and office uses were computed as 28 new employees, based on one new worker per 500 square feet of restaurant and artist studio.

Table 6. GHG Annual Operational Emissions in Metric Tons

Source Category	Unmitigated Project – Baseline CO_2e (metric tons/yr)	Mitigated Project CO_2e (metric tons/yr)	Mitigated Project Converted for PG&E Rates
Transportation	1,101.49	978.77	978.77
Area Source	3.14	3.14	3.14
Electricity	371.75	192.89	69.47
Natural Gas	514.00	400.32	400.32
Water & Wastewater	42.84	40.68	27.17
Solid Waste	266.20	3.87	3.87
Total	**2,299.41**	**1,619.68**	**1,482.75**
Service Population (proposed)	Based on 1.96 person/du		792
	Based on 1 job/500 sf non residential use		61
Service Population (existing)	Based on 1 job/500 sf non residential use		-420
Net Service Population			***433***
	CO_2e Rate per Capita		**3.42**

The results of the GHG analysis show that the proposed project would not exceed the applicable BAAQMD thresholds for operational GHG emissions (see Table 4.3-5) of 4.6 MT CO2e per service population per year (where service population = residents + employees). In addition, the project would be consistent with implementation of AB 32 based upon the proposed implementation of City and State

[3] Based on 1 person per studio, 1.5 persons per one-bedroom unit, 2.0 persons per two-bedroom unit, and 2.88 persons per three-bedroom and live/work units.

energy efficiency requirements. The proposed project would have a less-than-significant impact from GHG emissions.

Effects of Climate Change on the Project

Global temperature increases and associated hydrological changes may significantly impact water supply and quality, ecosystems/natural resources, human health, and socioeconomic conditions. In general terms, climate change is expected to put a number of stressors on ecosystems, with potentially catastrophic effects on biodiversity.

Human health and welfare would likely also be affected by warmer temperatures including the following conditions:

- *More frequent, extreme and longer heat events that increase exposure of at-risk people, such as the elderly, children, and the homeless, to the dangers of heat stroke or dehydration.*
- *Increased ground-level ozone, causing eye irritation and respiratory problems, particularly affecting those with heart and respiratory problems, such as asthma.*
- *An increase in the range of infectious diseases.*
- An increase in the incidences of illness and mortality due to increased flooding and drought events.
- An increase in the frequency and intensity of wildfire events and associated incidences of injury and mortality.

A series of social and economic impacts could also occur in relation to the above related climatological changes, such as reduced crop productivity and food supply, increased demand for irrigation water, and increased medical costs.

The proposed project would add residents, employees (population), and structures into the City of San Jose. The key potential climate change effects relevant to the environmental review of this project include those items in *italics* above. Because the Santa Clara Valley Water District does not rely solely on Central Valley or State Water Project imports, drought events are unlikely to result in any human health or welfare impacts. In addition, since the project is located on infill property, the risk of wildfire impacting the site is minor. The quantification or even determination of the severity/significance of the human health impacts on the proposed project and occupants is not included herein due to the highly speculative nature of the cause/effect associated with these indirect effects of climate change.

Attachment 1

Air Quality Modeling Results

Cannery Park Mixed Use Project - Estimation of Demolition Volumes for the Urbemis Construction Phase Input (Denise Duffy Associates, September 25, 2010 based upon Existing Building plans provided March 2008)

Location	Description	Floor Area SF	Subtotals area (SF)	Volume (area*20 ft)
385/395 E. Taylor				
385 E. Taylor 1st Floor				
100	warehouse	7,934		
110	manufacturing	9,741		
385 E. Taylor 2nd Floor				
200, 201	vacant	10,092		
240-245	vacant	5,587		
230, 235	office	1,644		
210, 220	Art	687		
395 E. Taylor 1st Floor				
100	warehouse	5,660		
110	artist	7,345		
395 E. Taylor 2nd Floor				
215, 225, 235	vacant	5,080		
200,201, 220	artist	3,626		
230	office	2,350		
	misc (halls etc)	2,008	61,754	1,235,080
Continental Can Bldg. (Bldg D) RETAINING				
no exterior demolition		-		0
Bldg C				
304, -5, -7, -8, 216, 220	Art, VAC	5,400		
302,306	Art	1,810		
? Small rooms (6*430)	Art	2,580		
misc	Art	2,764	assumed one day maximum:	
roof access		288		
	misc halls etc	2,000	14,842	296,840
Bldgs J, I, W, X				
Bldg W	Artist	5,000		
Bldg W	Manufacturing	4,158		
Bldg W	Warehouse	3,095		
Bldg W	Warehouse	14,916		
Bldg W	Warehouse	12,734		
Bldg X	Warehouse	6,257		
Bldg X	Non-Profit Ass.	3,526		
Bldg X	Warhouse	3,500		
Bldg J	Warhouse	4,678		
Bldg J	Warhouse	4,639		
Bldg I	vacant	8,198		
Bldg I	Warhouse	11,443		
Bldg I	Warhouse	3,740		
Bldg I	Artist	900		
Bldg I	Artist	2,565		
Bldg I	Artist	600		
Bldg I	Artist	1,325		
Bldg I	Paint	770		
Bldg I	Paint & signs	1,950		
Bldg I	fresh produce	3,900		
Bldg I	Manufacturing Art	5,798		
	misc	2,000	105,692	2,113,840
725 N. 10th Street				
100	Paint Storage	4,040		
110	Manufacturing	4,040		
120	Warehouse	4,040		
130	Auto	4,040		
140	Office	2,408		
150	Auto	5,622		
	misc	1,500	25,690	513,800
401 E. Taylor				
190	Management Office	1,575		
105, 110, 115, 120	Drapery, print, blow	16,000		
125, 130	office and paint	4,000		
185	storage	900		
135	print shop	2,700		
140	office	1,000		
145	office	1,313		
150	artist	1,000		
155	warehouse	1,800		
160, 165	warehouse/office	2,000		
175	warehouse	3,600		
180	warehouse	3,800		
170	artist	2,700		
	misc	2,000	44,388	887,760
Total demolition			**252,366**	**5,047,320**

Summer (Worst-case day) Existing 2015

Urbemis 2007 Version 9.2.4

Combined **Summer** Emissions Reports (Pounds/Day)

File Name: C:\Users\Alison\AppData\Roaming\Urbemis\Version9a\Projects\Cannery Park- existing emissions 2015 9-24-10.urb924

Project Name: Cannery Park Mixed Use Project **Existing Uses 2015** - 9-24-10

Project Location: Santa Clara County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1.79	1.65	4.44	0.00	0.01	0.01	1,938.51

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	10.61	10.39	121.54	0.15	27.27	5.17	15,225.24

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	12.40	12.04	125.98	0.15	27.28	5.18	17,163.75

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.12	1.61	1.35	0.00	0.00	0.00	1,932.89
Hearth - No Summer Emissions							
Landscape	0.25	0.04	3.09	0.00	0.01	0.01	5.62
Consumer Products	0.00						
Architectural Coatings	1.42						

TOTALS (lbs/day, unmitigated)	1.79	1.65	4.44	0.00	0.01	0.01	1,938.51

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
General light industry	9.22	9.03	105.73	0.13	23.70	4.49	13,235.85
Industrial park	1.39	1.36	15.81	0.02	3.57	0.68	1,989.39
TOTALS (lbs/day, unmitigated)	10.61	10.39	121.54	0.15	27.27	5.17	15,225.24

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2015 Temperature (F): 85 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
General light industry		7.81	1000 sq ft	209.95	1,639.71	13,814.55
Industrial park		7.81	1000 sq ft	32.30	252.26	2,079.21
					1,891.97	15,893.76

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.1	0.2	99.6	0.2
Light Truck < 3750 lbs	11.7	0.9	97.4	1.7
Light Truck 3751-5750 lbs	20.7	0.0	100.0	0.0
Med Truck 5751-8500 lbs	6.3	0.0	100.0	0.0

Lite-Heavy Truck 8501-10,000 lbs	0.7	0.0	71.4	28.6
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	66.7	33.3
Med-Heavy Truck 14,001-33,000 lbs	0.8	0.0	25.0	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	2.9	48.3	51.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.7	0.0	85.7	14.3

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
General light industry				50.0	25.0	25.0
Industrial park				41.5	20.8	37.8

Annual Existing 2015

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Users\Alison\AppData\Roaming\Urbemis\Version9a\Projects\Cannery Park- existing emissions 2015 9-24-10.urb924

Project Name: Cannery Park Mixed Use Project Existing Uses 2015 - 924-10

Project Location: Santa Clara County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.30	0.29	0.53	0.00	0.00	0.00	353.26

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	1.92	2.22	22.38	0.02	4.97	0.94	2,649.04

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	2.22	2.51	22.91	0.02	4.97	0.94	3,002.30

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.02	0.29	0.25	0.00	0.00	0.00	352.75
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscape	0.02	0.00	0.28	0.00	0.00	0.00	0.51
Consumer Products	0.00						
Architectural Coatings	0.26						

TOTALS (tons/year, unmitigated)	0.30	0.29	0.53	0.00	0.00	0.00	353.26

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
General light industry	1.67	1.93	19.46	0.02	4.32	0.82	2,302.93
Industrial park	0.25	0.29	2.92	0.00	0.65	0.12	346.11
TOTALS (tons/year, unmitigated)	1.92	2.22	22.38	0.02	4.97	0.94	2,649.04

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2015 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
General light industry		7.81	1000 sq ft	209.95	1,639.71	13,814.55
Industrial park		7.81	1000 sq ft	32.30	252.26	2,079.21
					1,891.97	15,893.76

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.1	0.2	99.6	0.2
Light Truck < 3750 lbs	11.7	0.9	97.4	1.7
Light Truck 3751-5750 lbs	20.7	0.0	100.0	0.0
Med Truck 5751-8500 lbs	6.3	0.0	100.0	0.0

Annual Existing 2015

Lite-Heavy Truck 8501-10,000 lbs	0.7	0.0	71.4	28.6
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	66.7	33.3
Med-Heavy Truck 14,001-33,000 lbs	0.8	0.0	25.0	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	2.9	48.3	51.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.7	0.0	85.7	14.3

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
General light industry				50.0	25.0	25.0
Industrial park				41.5	20.8	37.8

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summer (worst-case day) proposed emissions 2015

Urbemis 2007 Version 9.2.4

Combined **Summer** Emissions Reports (Pounds/Day)

File Name: C:\Users\Alison\AppData\Roaming\Urbemis\Version9a\Projects\Cannery Park - proposed emissions 9-24-10.urb924

Project Name: Cannery Park Mixed Use **Proposed** - 9-24-10

Project Location: Santa Clara County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2014 TOTALS (lbs/day unmitigated)	72.16	51.78	64.99	0.05	68.73	2.58	70.49	14.35	2.36	15.97	10,795.76
2014 TOTALS (lbs/day mitigated)	11.09	51.78	64.99	0.05	45.86	2.58	47.62	9.57	2.36	11.19	10,795.76
2015 TOTALS (lbs/day unmitigated)	73.88	30.25	52.77	0.05	0.24	2.01	2.25	0.09	1.84	1.92	8,229.03
2015 TOTALS (lbs/day mitigated)	46.36	30.25	52.77	0.05	0.24	2.01	2.25	0.09	1.84	1.92	8,229.03

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	23.93	6.18	13.79	0.00	0.05	0.05	7,649.72
TOTALS (lbs/day, mitigated)	22.80	4.95	11.03	0.00	0.04	0.04	6,123.70
Percent Reduction	4.72	19.90	20.01	#######	20.00	20.00	19.95

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	18.21	17.62	206.47	0.25	46.21	8.76	25,823.85
TOTALS (lbs/day, mitigated)	17.70	16.97	199.00	0.25	44.54	8.45	24,891.55
Percent Reduction	2.80	3.69	3.62	0.00	3.61	3.54	3.61

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2

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summer (worst-case day) proposed emissions 2015

TOTALS (lbs/day, unmitigated)	42.14	23.80	220.26	0.25	46.26	8.81	33,473.57
TOTALS (lbs/day, mitigated)	40.50	21.92	210.03	0.25	44.58	8.49	31,015.25
Percent Reduction	3.89	7.90	4.64	0.00	3.63	3.63	7.34

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	C O
Time Slice 1/6/2014-5/30/2014 Active Days: 105	1.85	19.61	9.93	0.03	25.32	0.87	26.19	5.28	0.80	6.08	#
Demolition 01/06/2014-06/30/2014	1.85	19.61	9.93	0.03	25.32	0.87	26.19	5.28	0.80	6.08	#
Fugitive Dust	0.00	0.00	0.00	0.00	25.20	0.00	25.20	5.24	0.00	5.24	#
Demo Off Road Diesel	0.84	5.95	4.33	0.00	0.00	0.39	0.39	0.00	0.36	0.36	#
Demo On Road Diesel	0.98	13.62	4.69	0.03	0.12	0.48	0.60	0.04	0.44	0.48	#
Demo Worker Trips	0.03	0.05	0.91	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Time Slice 6/2/2014-6/30/2014 Active Days: 21	4.29	38.74	21.57	0.03	**68.73**	1.76	**70.49**	**14.35**	1.62	**15.97**	#
Demolition 01/06/2014-06/30/2014	1.85	19.61	9.93	0.03	25.32	0.87	26.19	5.28	0.80	6.08	#
Fugitive Dust	0.00	0.00	0.00	0.00	25.20	0.00	25.20	5.24	0.00	5.24	#
Demo Off Road Diesel	0.84	5.95	4.33	0.00	0.00	0.39	0.39	0.00	0.36	0.36	#
Demo On Road Diesel	0.98	13.62	4.69	0.03	0.12	0.48	0.60	0.04	0.44	0.48	#
Demo Worker Trips	0.03	0.05	0.91	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Fine Grading 06/02/2014-08/29/2014	2.44	19.13	11.64	0.00	43.40	0.89	44.29	9.07	0.82	9.88	#
Fine Grading Dust	0.00	0.00	0.00	0.00	43.40	0.00	43.40	9.06	0.00	9.06	#
Fine Grading Off Road Diesel	2.41	19.08	10.74	0.00	0.00	0.89	0.89	0.00	0.82	0.82	#
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#
Fine Grading Worker Trips	0.03	0.05	0.91	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Time Slice 7/1/2014-7/4/2014 Active Days: 4	2.44	19.13	11.64	0.00	43.40	0.89	44.29	9.07	0.82	9.88	#
Fine Grading 06/02/2014-08/29/2014	2.44	19.13	11.64	0.00	43.40	0.89	44.29	9.07	0.82	9.88	#
Fine Grading Dust	0.00	0.00	0.00	0.00	43.40	0.00	43.40	9.06	0.00	9.06	#
Fine Grading Off Road Diesel	2.41	19.08	10.74	0.00	0.00	0.89	0.89	0.00	0.82	0.82	#
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#

Fine Grading Worker Trips	0.03	0.05	0.91	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Time Slice 7/7/2014-7/11/2014 Active Days: 5	4.08	32.19	20.44	0.00	43.41	1.48	44.89	9.07	1.36	10.43	#
Fine Grading 06/02/2014-08/29/2014	2.44	19.13	11.64	0.00	43.40	0.89	44.29	9.07	0.82	9.88	#
Fine Grading Dust	0.00	0.00	0.00	0.00	43.40	0.00	43.40	9.06	0.00	9.06	#
Fine Grading Off Road Diesel	2.41	19.08	10.74	0.00	0.00	0.89	0.89	0.00	0.82	0.82	#
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#
Fine Grading Worker Trips	0.03	0.05	0.91	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Trenching 07/07/2014-09/05/2014	1.63	13.07	8.80	0.00	0.00	0.59	0.60	0.00	0.54	0.55	#
Trenching Off Road Diesel	1.61	13.02	7.89	0.00	0.00	0.59	0.59	0.00	0.54	0.54	#
Trenching Worker Trips	0.03	0.05	0.91	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Time Slice 7/14/2014-8/29/2014 Active Days: 35	8.06	**51.78**	**64.99**	0.05	43.64	**2.58**	46.22	9.15	**2.36**	11.51	**#**
Building 07/14/2014-01/30/2015	3.99	19.58	44.55	0.05	0.23	1.10	1.33	0.08	1.00	1.08	#
Building Off Road Diesel	2.63	12.97	9.89	0.00	0.00	0.82	0.82	0.00	0.76	0.76	#
Building Vendor Trips	0.43	5.00	4.76	0.02	0.06	0.19	0.25	0.02	0.17	0.19	#
Building Worker Trips	0.93	1.61	29.90	0.03	0.16	0.09	0.25	0.06	0.07	0.13	#
Fine Grading 06/02/2014-08/29/2014	2.44	19.13	11.64	0.00	43.40	0.89	44.29	9.07	0.82	9.88	#
Fine Grading Dust	0.00	0.00	0.00	0.00	43.40	0.00	43.40	9.06	0.00	9.06	#
Fine Grading Off Road Diesel	2.41	19.08	10.74	0.00	0.00	0.89	0.89	0.00	0.82	0.82	#
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#
Fine Grading Worker Trips	0.03	0.05	0.91	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Trenching 07/07/2014-09/05/2014	1.63	13.07	8.80	0.00	0.00	0.59	0.60	0.00	0.54	0.55	#
Trenching Off Road Diesel	1.61	13.02	7.89	0.00	0.00	0.59	0.59	0.00	0.54	0.54	#
Trenching Worker Trips	0.03	0.05	0.91	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Time Slice 9/1/2014-9/5/2014 Active Days: 5	5.62	32.65	53.35	0.05	0.23	1.69	1.92	0.08	1.55	1.63	#
Building 07/14/2014-01/30/2015	3.99	19.58	44.55	0.05	0.23	1.10	1.33	0.08	1.00	1.08	#
Building Off Road Diesel	2.63	12.97	9.89	0.00	0.00	0.82	0.82	0.00	0.76	0.76	#
Building Vendor Trips	0.43	5.00	4.76	0.02	0.06	0.19	0.25	0.02	0.17	0.19	#
Building Worker Trips	0.93	1.61	29.90	0.03	0.16	0.09	0.25	0.06	0.07	0.13	#
Trenching 07/07/2014-09/05/2014	1.63	13.07	8.80	0.00	0.00	0.59	0.60	0.00	0.54	0.55	#

Trenching Off Road Diesel	1.61	13.02	7.89	0.00	0.00	0.59	0.59	0.00	0.54	0.54 #
Trenching Worker Trips	0.03	0.05	0.91	0.00	0.00	0.00	0.01	0.00	0.00	0.00 #
Time Slice 9/8/2014-11/28/2014 Active Days: 60	3.99	19.58	44.55	0.05	0.23	1.10	1.33	0.08	1.00	1.08 #
Building 07/14/2014-01/30/2015	3.99	19.58	44.55	0.05	0.23	1.10	1.33	0.08	1.00	1.08 #
Building Off Road Diesel	2.63	12.97	9.89	0.00	0.00	0.82	0.82	0.00	0.76	0.76 #
Building Vendor Trips	0.43	5.00	4.76	0.02	0.06	0.19	0.25	0.02	0.17	0.19 #
Building Worker Trips	0.93	1.61	29.90	0.03	0.16	0.09	0.25	0.06	0.07	0.13 #
Time Slice 12/1/2014-12/31/2014 Active Days: 23	72.16	19.62	45.27	0.05	0.23	1.10	1.33	0.08	1.00	1.09 #
Building 07/14/2014-01/30/2015	3.99	19.58	44.55	0.05	0.23	1.10	1.33	0.08	1.00	1.08 #
Building Off Road Diesel	2.63	12.97	9.89	0.00	0.00	0.82	0.82	0.00	0.76	0.76 #
Building Vendor Trips	0.43	5.00	4.76	0.02	0.06	0.19	0.25	0.02	0.17	0.19 #
Building Worker Trips	0.93	1.61	29.90	0.03	0.16	0.09	0.25	0.06	0.07	0.13 #
Coating 12/01/2014-07/03/2015	68.17	0.04	0.72	0.00	0.00	0.00	0.01	0.00	0.00	0.00 #
Architectural Coating	68.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00 #
Coating Worker Trips	0.02	0.04	0.72	0.00	0.00	0.00	0.01	0.00	0.00	0.00 #
Time Slice 1/1/2015-1/2/2015 Active Days: 2	71.80	17.95	42.27	0.05	0.23	1.02	1.25	0.08	0.93	1.01 #
Building 07/14/2014-01/30/2015	3.63	17.91	41.61	0.05	0.23	1.02	1.24	0.08	0.93	1.01 #
Building Off Road Diesel	2.40	12.04	9.62	0.00	0.00	0.76	0.76	0.00	0.70	0.70 #
Building Vendor Trips	0.39	4.41	4.43	0.02	0.06	0.17	0.23	0.02	0.15	0.17 #
Building Worker Trips	0.84	1.47	27.55	0.03	0.16	0.09	0.25	0.06	0.07	0.13 #
Coating 12/01/2014-07/03/2015	68.17	0.04	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.00 #
Architectural Coating	68.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00 #
Coating Worker Trips	0.02	0.04	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.00 #
Time Slice 1/5/2015-1/30/2015 Active Days: 20	**73.88**	30.25	52.77	**0.05**	0.24	2.01	2.25	0.09	1.84	1.92 #
Asphalt 01/05/2015-04/03/2015	2.08	12.30	10.50	0.00	0.01	0.99	1.00	0.00	0.91	0.91 #
Paving Off-Gas	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00 #
Paving Off Road Diesel	1.93	12.07	8.78	0.00	0.00	0.98	0.98	0.00	0.90	0.90 #
Paving On Road Diesel	0.01	0.14	0.05	0.00	0.00	0.00	0.01	0.00	0.00	0.01 #
Paving Worker Trips	0.05	0.09	1.67	0.00	0.01	0.01	0.02	0.00	0.00	0.01 #

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Building 07/14/2014-01/30/2015	3.63	17.91	41.61	0.05	0.23	1.02	1.24	0.08	0.93	1.01	#
Building Off Road Diesel	2.40	12.04	9.62	0.00	0.00	0.76	0.76	0.00	0.70	0.70	#
Building Vendor Trips	0.39	4.41	4.43	0.02	0.06	0.17	0.23	0.02	0.15	0.17	#
Building Worker Trips	0.84	1.47	27.55	0.03	0.16	0.09	0.25	0.06	0.07	0.13	#
Coating 12/01/2014-07/03/2015	68.17	0.04	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Architectural Coating	68.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#
Coating Worker Trips	0.02	0.04	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Time Slice 2/2/2015-4/3/2015 Active Days: 45	70.25	12.34	11.16	0.00	0.02	0.99	1.01	0.01	0.91	0.92	#
Asphalt 01/05/2015-04/03/2015	2.08	12.30	10.50	0.00	0.01	0.99	1.00	0.00	0.91	0.91	#
Paving Off-Gas	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#
Paving Off Road Diesel	1.93	12.07	8.78	0.00	0.00	0.98	0.98	0.00	0.90	0.90	#
Paving On Road Diesel	0.01	0.14	0.05	0.00	0.00	0.00	0.01	0.00	0.00	0.01	#
Paving Worker Trips	0.05	0.09	1.67	0.00	0.01	0.01	0.02	0.00	0.00	0.01	#
Coating 12/01/2014-07/03/2015	68.17	0.04	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Architectural Coating	68.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#
Coating Worker Trips	0.02	0.04	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Time Slice 4/6/2015-7/3/2015 Active Days: 65	68.17	0.04	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Coating 12/01/2014-07/03/2015	68.17	0.04	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Architectural Coating	68.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#
Coating Worker Trips	0.02	0.04	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#

Phase Assumptions

Phase: Demolition 1/6/2014 - 6/30/2014 - Demolition of approximately 250,000 square feet of 20 foot high bldgs/floors

Building Volume Total (cubic feet): 5046106

Building Volume Daily (cubic feet): 60000

On Road Truck Travel (VMT): 833.33

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

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Phase: Fine Grading 6/2/2014 - 8/29/2014 - Minor grading of up to 8.7 acres (no import or export of soil)

Total Acres Disturbed: 8.67

Maximum Daily Acreage Disturbed: 2.17

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Trenching 7/7/2014 - 9/5/2014 - Installation of wet and dry utilities

Off-Road Equipment:

2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Other General Industrial Equipment (238 hp) operating at a 0.51 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 0 hours per day

Phase: Paving 1/5/2015 - 4/3/2015 - Paving hardscape, parking areas, sidewalks and driveways

Acres to be Paved: 2.17

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 7/14/2014 - 1/30/2015 - Construction of 403 residential units in 4 bldgs, 5500 sf restaurant, 8,500 sf artists studios, and 0.61 ac of park land

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 12/1/2014 - 7/3/2015 - Painting/coating all surfaces (unmitigated VOC is 250 g/L) adjustment to BAAQMD rules used in mitigation

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Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO
Time Slice 1/6/2014-5/30/2014 Active Days: 105	1.85	19.61	9.93	0.03	25.32	0.87	26.19	5.28	0.80	6.08	#
Demolition 01/06/2014-06/30/2014	1.85	19.61	9.93	0.03	25.32	0.87	26.19	5.28	0.80	6.08	#
Fugitive Dust	0.00	0.00	0.00	0.00	25.20	0.00	25.20	5.24	0.00	5.24	#
Demo Off Road Diesel	0.84	5.95	4.33	0.00	0.00	0.39	0.39	0.00	0.36	0.36	#
Demo On Road Diesel	0.98	13.62	4.69	0.03	0.12	0.48	0.60	0.04	0.44	0.48	#
Demo Worker Trips	0.03	0.05	0.91	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Time Slice 6/2/2014-6/30/2014 Active Days: 21	4.29	38.74	21.57	0.03	45.86	1.76	47.62	9.57	1.62	11.19	#
Demolition 01/06/2014-06/30/2014	1.85	19.61	9.93	0.03	25.32	0.87	26.19	5.28	0.80	6.08	#
Fugitive Dust	0.00	0.00	0.00	0.00	25.20	0.00	25.20	5.24	0.00	5.24	#
Demo Off Road Diesel	0.84	5.95	4.33	0.00	0.00	0.39	0.39	0.00	0.36	0.36	#
Demo On Road Diesel	0.98	13.62	4.69	0.03	0.12	0.48	0.60	0.04	0.44	0.48	#
Demo Worker Trips	0.03	0.05	0.91	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Fine Grading 06/02/2014-08/29/2014	2.44	19.13	11.64	0.00	20.54	0.89	21.43	4.29	0.82	5.11	#
Fine Grading Dust	0.00	0.00	0.00	0.00	20.53	0.00	20.53	4.29	0.00	4.29	#
Fine Grading Off Road Diesel	2.41	19.08	10.74	0.00	0.00	0.89	0.89	0.00	0.82	0.82	#
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#
Fine Grading Worker Trips	0.03	0.05	0.91	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Time Slice 7/1/2014-7/4/2014 Active Days: 4	2.44	19.13	11.64	0.00	20.54	0.89	21.43	4.29	0.82	5.11	#
Fine Grading 06/02/2014-08/29/2014	2.44	19.13	11.64	0.00	20.54	0.89	21.43	4.29	0.82	5.11	#
Fine Grading Dust	0.00	0.00	0.00	0.00	20.53	0.00	20.53	4.29	0.00	4.29	#
Fine Grading Off Road Diesel	2.41	19.08	10.74	0.00	0.00	0.89	0.89	0.00	0.82	0.82	#

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Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#
Fine Grading Worker Trips	0.03	0.05	0.91	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Time Slice 7/7/2014-7/11/2014 Active Days: 5	4.08	32.19	20.44	0.00	20.54	1.48	22.02	4.29	1.36	5.65	#
Fine Grading 06/02/2014-08/29/2014	2.44	19.13	11.64	0.00	20.54	0.89	21.43	4.29	0.82	5.11	#
Fine Grading Dust	0.00	0.00	0.00	0.00	20.53	0.00	20.53	4.29	0.00	4.29	#
Fine Grading Off Road Diesel	2.41	19.08	10.74	0.00	0.00	0.89	0.89	0.00	0.82	0.82	#
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#
Fine Grading Worker Trips	0.03	0.05	0.91	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Trenching 07/07/2014-09/05/2014	1.63	13.07	8.80	0.00	0.00	0.59	0.60	0.00	0.54	0.55	#
Trenching Off Road Diesel	1.61	13.02	7.89	0.00	0.00	0.59	0.59	0.00	0.54	0.54	#
Trenching Worker Trips	0.03	0.05	0.91	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Time Slice 7/14/2014-8/29/2014 Active Days: 35	8.06	**51.78**	**64.99**	0.05	20.77	**2.58**	23.35	4.37	**2.36**	6.73	**#**
Building 07/14/2014-01/30/2015	3.99	19.58	44.55	0.05	0.23	1.10	1.33	0.08	1.00	1.08	#
Building Off Road Diesel	2.63	12.97	9.89	0.00	0.00	0.82	0.82	0.00	0.76	0.76	#
Building Vendor Trips	0.43	5.00	4.76	0.02	0.06	0.19	0.25	0.02	0.17	0.19	#
Building Worker Trips	0.93	1.61	29.90	0.03	0.16	0.09	0.25	0.06	0.07	0.13	#
Fine Grading 06/02/2014-08/29/2014	2.44	19.13	11.64	0.00	20.54	0.89	21.43	4.29	0.82	5.11	#
Fine Grading Dust	0.00	0.00	0.00	0.00	20.53	0.00	20.53	4.29	0.00	4.29	#
Fine Grading Off Road Diesel	2.41	19.08	10.74	0.00	0.00	0.89	0.89	0.00	0.82	0.82	#
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#
Fine Grading Worker Trips	0.03	0.05	0.91	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Trenching 07/07/2014-09/05/2014	1.63	13.07	8.80	0.00	0.00	0.59	0.60	0.00	0.54	0.55	#
Trenching Off Road Diesel	1.61	13.02	7.89	0.00	0.00	0.59	0.59	0.00	0.54	0.54	#
Trenching Worker Trips	0.03	0.05	0.91	0.00	0.00	0.00	0.01	0.00	0.00	0.00	#
Time Slice 9/1/2014-9/5/2014 Active Days: 5	5.62	32.65	53.35	0.05	0.23	1.69	1.92	0.08	1.55	1.63	#
Building 07/14/2014-01/30/2015	3.99	19.58	44.55	0.05	0.23	1.10	1.33	0.08	1.00	1.08	#
Building Off Road Diesel	2.63	12.97	9.89	0.00	0.00	0.82	0.82	0.00	0.76	0.76	#
Building Vendor Trips	0.43	5.00	4.76	0.02	0.06	0.19	0.25	0.02	0.17	0.19	#
Building Worker Trips	0.93	1.61	29.90	0.03	0.16	0.09	0.25	0.06	0.07	0.13	#

Trenching 07/07/2014-09/05/2014	1.63	13.07	8.80	0.00	0.00	0.59	0.60	0.00	0.54	0.55 #
Trenching Off Road Diesel	1.61	13.02	7.89	0.00	0.00	0.59	0.59	0.00	0.54	0.54 #
Trenching Worker Trips	0.03	0.05	0.91	0.00	0.00	0.00	0.01	0.00	0.00	0.00 #
Time Slice 9/8/2014-11/28/2014 Active Days: 60	3.99	19.58	44.55	0.05	0.23	1.10	1.33	0.08	1.00	1.08 #
Building 07/14/2014-01/30/2015	3.99	19.58	44.55	0.05	0.23	1.10	1.33	0.08	1.00	1.08 #
Building Off Road Diesel	2.63	12.97	9.89	0.00	0.00	0.82	0.82	0.00	0.76	0.76 #
Building Vendor Trips	0.43	5.00	4.76	0.02	0.06	0.19	0.25	0.02	0.17	0.19 #
Building Worker Trips	0.93	1.61	29.90	0.03	0.16	0.09	0.25	0.06	0.07	0.13 #
Time Slice 12/1/2014-12/31/2014 Active Days: 23	11.09	19.62	45.27	0.05	0.23	1.10	1.33	0.08	1.00	1.09 #
Building 07/14/2014-01/30/2015	3.99	19.58	44.55	0.05	0.23	1.10	1.33	0.08	1.00	1.08 #
Building Off Road Diesel	2.63	12.97	9.89	0.00	0.00	0.82	0.82	0.00	0.76	0.76 #
Building Vendor Trips	0.43	5.00	4.76	0.02	0.06	0.19	0.25	0.02	0.17	0.19 #
Building Worker Trips	0.93	1.61	29.90	0.03	0.16	0.09	0.25	0.06	0.07	0.13 #
Coating 12/01/2014-07/03/2015	7.10	0.04	0.72	0.00	0.00	0.00	0.01	0.00	0.00	0.00 #
Architectural Coating	7.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00 #
Coating Worker Trips	0.02	0.04	0.72	0.00	0.00	0.00	0.01	0.00	0.00	0.00 #
Time Slice 1/1/2015-1/2/2015 Active Days: 2	44.28	17.95	42.27	0.05	0.23	1.02	1.25	0.08	0.93	1.01 #
Building 07/14/2014-01/30/2015	3.63	17.91	41.61	0.05	0.23	1.02	1.24	0.08	0.93	1.01 #
Building Off Road Diesel	2.40	12.04	9.62	0.00	0.00	0.76	0.76	0.00	0.70	0.70 #
Building Vendor Trips	0.39	4.41	4.43	0.02	0.06	0.17	0.23	0.02	0.15	0.17 #
Building Worker Trips	0.84	1.47	27.55	0.03	0.16	0.09	0.25	0.06	0.07	0.13 #
Coating 12/01/2014-07/03/2015	40.65	0.04	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.00 #
Architectural Coating	40.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00 #
Coating Worker Trips	0.02	0.04	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.00 #
Time Slice 1/5/2015-1/30/2015 Active Days: 20	46.36	30.25	52.77	**0.05**	0.24	2.01	2.25	0.09	1.84	1.92 #
Asphalt 01/05/2015-04/03/2015	2.08	12.30	10.50	0.00	0.01	0.99	1.00	0.00	0.91	0.91 #
Paving Off-Gas	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00 #
Paving Off Road Diesel	1.93	12.07	8.78	0.00	0.00	0.98	0.98	0.00	0.90	0.90 #
Paving On Road Diesel	0.01	0.14	0.05	0.00	0.00	0.00	0.01	0.00	0.00	0.01 #

Paving Worker Trips	0.05	0.09	1.67	0.00	0.01	0.01	0.02	0.00	0.00	0.01 #
Building 07/14/2014-01/30/2015	3.63	17.91	41.61	0.05	0.23	1.02	1.24	0.08	0.93	1.01 #
Building Off Road Diesel	2.40	12.04	9.62	0.00	0.00	0.76	0.76	0.00	0.70	0.70 #
Building Vendor Trips	0.39	4.41	4.43	0.02	0.06	0.17	0.23	0.02	0.15	0.17 #
Building Worker Trips	0.84	1.47	27.55	0.03	0.16	0.09	0.25	0.06	0.07	0.13 #
Coating 12/01/2014-07/03/2015	40.65	0.04	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.00 #
Architectural Coating	40.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00 #
Coating Worker Trips	0.02	0.04	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.00 #
Time Slice 2/2/2015-4/3/2015 Active Days: 45	42.73	12.34	11.16	0.00	0.02	0.99	1.01	0.01	0.91	0.92 #
Asphalt 01/05/2015-04/03/2015	2.08	12.30	10.50	0.00	0.01	0.99	1.00	0.00	0.91	0.91 #
Paving Off-Gas	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00 #
Paving Off Road Diesel	1.93	12.07	8.78	0.00	0.00	0.98	0.98	0.00	0.90	0.90 #
Paving On Road Diesel	0.01	0.14	0.05	0.00	0.00	0.00	0.01	0.00	0.00	0.01 #
Paving Worker Trips	0.05	0.09	1.67	0.00	0.01	0.01	0.02	0.00	0.00	0.01 #
Coating 12/01/2014-07/03/2015	40.65	0.04	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.00 #
Architectural Coating	40.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00 #
Coating Worker Trips	0.02	0.04	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.00 #
Time Slice 4/6/2015-7/3/2015 Active Days: 65	40.65	0.04	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.00 #
Coating 12/01/2014-07/03/2015	40.65	0.04	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.00 #
Architectural Coating	40.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00 #
Coating Worker Trips	0.02	0.04	0.66	0.00	0.00	0.00	0.01	0.00	0.00	0.00 #

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 6/2/2014 - 8/29/2014 - Minor grading of up to 8.7 acres (no import or export of soil)

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

The following mitigation measures apply to Phase: Architectural Coating 12/1/2014 - 7/3/2015 - Painting/coating all surfaces (unmitigated VOC is 250 g/L) adjustment to BAAQMD rules used in mitigation

For Residential Architectural Coating Measures, the Residential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 30%

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summer (worst-case day) proposed emissions 2015

For Residential Architectural Coating Measures, the Residential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 30%

For Nonresidential Architectural Coating Measures, the Nonresidential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 30%

For Nonresidential Architectural Coating Measures, the Nonresidential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 30%

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.46	6.04	2.97	0.00	0.01	0.01	7,630.06
Hearth - No Summer Emissions							
Landscape	0.86	0.14	10.82	0.00	0.04	0.04	19.66
Consumer Products	19.72						
Architectural Coatings	2.89						
TOTALS (lbs/day, unmitigated)	23.93	6.18	13.79	0.00	0.05	0.05	7,649.72

Area Source Mitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.37	4.83	2.38	0.00	0.01	0.01	6,104.05
Hearth - No Summer Emissions							
Landscape	0.69	0.12	8.65	0.00	0.03	0.03	19.65
Consumer Products	19.72						
Architectural Coatings	2.02						
TOTALS (lbs/day, mitigated)	22.80	4.95	11.03	0.00	0.04	0.04	6,123.70

Area Source Mitigation Measures Selected

Mitigation Description	Percent Reduction
Residential Increase Energy Efficiency Beyond Title 24	20.00
Commercial Increase Energy Efficiency Beyond Title 24	20.00

Industrial Increase Energy Efficiency Beyond Title 24	20.00
Percent of Residential Landscape Equipment that are Electrically Powered and have Electrical Outlets at the the Front and Rear of Residences	20.00
Percent of Commercial and Industrial Landscape Equipment that are Electrically Powered and have Electrical Outlets Available	20.00
For Residential Interior Use Low VOC Coating	30.00
For Residential Exterior Use Low VOC Coating	30.00
For Nonresidential Interior Use Low VOC Coating	30.00
For Nonresidential Exterior Use Low VOC Coating	30.00

Area Source Changes to Defaults

Percent residential using natural gas changed from 60% to 100%

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 100%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Apartments low rise	1.79	1.43	16.85	0.02	3.75	0.71	2,097.77
Apartments mid rise	0.31	0.23	2.77	0.00	0.62	0.12	344.70
Condo/townhouse general	13.71	13.32	157.22	0.19	34.98	6.63	19,574.24
City park	0.01	0.00	0.00	0.00	0.00	0.00	0.07
High turnover (sit-down) rest.	1.61	1.94	21.70	0.03	5.05	0.96	2,799.03
General office building	0.54	0.49	5.62	0.01	1.27	0.24	709.59
Warehouse	0.24	0.21	2.31	0.00	0.54	0.10	298.45
TOTALS (lbs/day, unmitigated)	18.21	17.62	206.47	0.25	46.21	8.76	25,823.85

Operational Mitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Apartments low rise	1.71	1.32	15.64	0.02	3.48	0.66	1,946.93

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Apartments mid rise	0.30	0.21	2.53	0.00	0.56	0.11	314.96
Condo/townhouse general	13.33	12.86	151.79	0.19	33.77	6.40	18,898.67
City park	0.01	0.00	0.00	0.00	0.00	0.00	0.07
High turnover (sit-down) rest.	1.58	1.90	21.27	0.03	4.95	0.94	2,743.05
General office building	0.53	0.48	5.51	0.01	1.25	0.24	695.39
Warehouse	0.24	0.20	2.26	0.00	0.53	0.10	292.48
TOTALS (lbs/day, mitigated)	17.70	16.97	199.00	0.25	44.54	8.45	24,891.55

Operational Mitigation Options Selected

Residential Mitigation Measures

Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2% (calculated as a % of 9.57 trips/day)))

Note that the above percent is applied to a baseline of 9.57 and that product is

subtracted from the Unmitigated Trips

Inputs Selected:

The Presence of Local-Serving Retail checkbox was selected.

Residential Affordable Housing Mitigation

Percent Reduction in Trips is 0.7% (calculated as a % of 9.57 trips/day)

Note that the above percent is applied to a baseline of 9.57 and that product is

subtracted from the Unmitigated Trips

Inputs Selected:

The Percent of Housing Units that are Deed-Restricted Below Market Rate Housing is 17.62%

Nonresidential Mitigation Measures

Non-Residential Local-Serving Retail Mitigation

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summer (worst-case day) proposed emissions 2015

Percent Reduction in Trips is 2%

Inputs Selected:

The Presence of Local-Serving Retail checkbox was selected.

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2015 Temperature (F): 85 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Apartments low rise	0.77	3.60	dwelling units	71.00	255.60	2,185.30
Apartments mid rise	0.27	3.00	dwelling units	14.00	42.00	359.09
Condo/townhouse general	5.68	7.50	dwelling units	318.00	2,385.00	20,391.03
City park		0.01	acres	1.00	0.01	0.07
High turnover (sit-down) rest.		71.80	1000 sq ft	5.50	394.90	2,944.97
General office building		5.50	1000 sq ft	16.66	91.63	742.43
Warehouse		5.00	1000 sq ft	8.50	42.50	314.20
					3,211.64	26,937.09

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.1	0.2	99.6	0.2
Light Truck < 3750 lbs	11.7	0.9	97.4	1.7
Light Truck 3751-5750 lbs	20.7	0.0	100.0	0.0
Med Truck 5751-8500 lbs	6.3	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.7	0.0	71.4	28.6
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	66.7	33.3
Med-Heavy Truck 14,001-33,000 lbs	0.8	0.0	25.0	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	0.0	100.0

Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	2.9	48.3	51.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.7	0.0	85.7	14.3

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
City park				5.0	2.5	92.5
High turnover (sit-down) rest.				5.0	2.5	92.5
General office building				35.0	17.5	47.5
Warehouse				2.0	1.0	97.0

Operational Changes to Defaults

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Annual Proposed 2015

Urbemis 2007 Version 9.2.4

Combined **Annual** Emissions Reports (Tons/Year)

File Name: C:\Users\Alison\AppData\Roaming\Urbemis\Version9a\Projects\Cannery Park - proposed emissions 9-24-10.urb924

Project Name: Cannery Park Mixed Use **Proposed** - 9-24-10

Project Location: Santa Clara County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2014 TOTALS (tons/year unmitigated)	1.26	3.36	3.95	0.01	3.02	0.16	3.18	0.63	0.15	0.78	787.80
2014 TOTALS (tons/year mitigated)	0.56	3.36	3.95	0.01	2.28	0.16	2.44	0.48	0.15	0.63	787.80
Percent Reduction	55.67	0.00	0.00	0.00	24.61	0.00	23.34	24.54	0.00	19.81	0.00
2015 TOTALS (tons/year unmitigated)	4.61	0.60	0.84	0.00	0.00	0.04	0.05	0.00	0.04	0.04	127.58
2015 TOTALS (tons/year mitigated)	2.79	0.60	0.84	0.00	0.00	0.04	0.05	0.00	0.04	0.04	127.58
Percent Reduction	39.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	4.29	1.11	1.51	0.00	0.00	0.00	1,395.68
TOTALS (tons/year, mitigated)	4.10	0.89	1.21	0.00	0.00	0.00	1,117.18
Percent Reduction	4.43	19.82	19.87	###########	############	############	19.95

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	3.30	3.76	38.12	0.03	8.42	1.59	4,493.27
TOTALS (tons/year, mitigated)	3.19	3.63	36.74	0.03	8.12	1.54	4,331.05
Percent Reduction	3.33	3.46	3.62	0.00	3.56	3.14	3.61

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2

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TOTALS (tons/year, unmitigated)	7.59	4.87	39.63	0.03	8.42	1.59	5,888.95
TOTALS (tons/year, mitigated)	7.29	4.52	37.95	0.03	8.12	1.54	5,448.23
Percent Reduction	3.95	7.19	4.24	0.00	3.56	3.14	7.48

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2014	1.26	3.36	3.95	0.01	3.02	0.16	3.18	0.63	0.15	0.78	787.80
Demolition 01/06/2014-06/30/2014	0.12	1.24	0.63	0.00	1.60	0.05	1.65	0.33	0.05	0.38	261.91
Fugitive Dust	0.00	0.00	0.00	0.00	1.06	0.00	1.06	0.22	0.00	0.22	0.00
Demo Off Road Diesel	0.05	0.37	0.27	0.00	0.00	0.02	0.02	0.00	0.02	0.02	44.12
Demo On Road Diesel	0.06	0.86	0.30	0.00	0.01	0.03	0.04	0.00	0.03	0.03	211.37
Demo Worker Trips	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.43
Fine Grading 06/02/2014-08/29/2014	0.08	0.62	0.38	0.00	1.41	0.03	1.44	0.29	0.03	0.32	76.35
Fine Grading Dust	0.00	0.00	0.00	0.00	1.41	0.00	1.41	0.29	0.00	0.29	0.00
Fine Grading Off Road Diesel	0.08	0.62	0.35	0.00	0.00	0.03	0.03	0.00	0.03	0.03	73.04
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.32
Trenching 07/07/2014-09/05/2014	0.04	0.29	0.20	0.00	0.00	0.01	0.01	0.00	0.01	0.01	40.87
Trenching Off Road Diesel	0.04	0.29	0.18	0.00	0.00	0.01	0.01	0.00	0.01	0.01	38.58
Trenching Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.30
Building 07/14/2014-01/30/2015	0.25	1.20	2.74	0.00	0.01	0.07	0.08	0.00	0.06	0.07	407.73
Building Off Road Diesel	0.16	0.80	0.61	0.00	0.00	0.05	0.05	0.00	0.05	0.05	99.70
Building Vendor Trips	0.03	0.31	0.29	0.00	0.00	0.01	0.02	0.00	0.01	0.01	101.16
Building Worker Trips	0.06	0.10	1.84	0.00	0.01	0.01	0.02	0.00	0.00	0.01	206.87
Coating 12/01/2014-07/03/2015	0.78	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.93
Architectural Coating	0.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.93
2015	4.61	0.60	0.84	0.00	0.00	0.04	0.05	0.00	0.04	0.04	127.58
Building 07/14/2014-01/30/2015	0.04	0.20	0.46	0.00	0.00	0.01	0.01	0.00	0.01	0.01	72.95
Building Off Road Diesel	0.03	0.13	0.11	0.00	0.00	0.01	0.01	0.00	0.01	0.01	17.83

Building Vendor Trips	0.00	0.05	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.10
Building Worker Trips	0.01	0.02	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	37.02
Coating 12/01/2014-07/03/2015	4.50	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.36
Architectural Coating	4.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.36
Asphalt 01/05/2015-04/03/2015	0.07	0.40	0.34	0.00	0.00	0.03	0.03	0.00	0.03	0.03	49.27
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.06	0.39	0.29	0.00	0.00	0.03	0.03	0.00	0.03	0.03	41.34
Paving On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.29
Paving Worker Trips	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.63

Phase Assumptions

Phase: Demolition 1/6/2014 - 6/30/2014 - Demolition of approximately 250,000 square feet of 20 foot high bldgs/floors

Building Volume Total (cubic feet): 5046106

Building Volume Daily (cubic feet): 60000

On Road Truck Travel (VMT): 833.33

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 6/2/2014 - 8/29/2014 - Minor grading of up to 8.7 acres (no import or export of soil)

Total Acres Disturbed: 8.67

Maximum Daily Acreage Disturbed: 2.17

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Trenching 7/7/2014 - 9/5/2014 - Installation of wet and dry utilities

Off-Road Equipment:

2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Other General Industrial Equipment (238 hp) operating at a 0.51 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 0 hours per day

Phase: Paving 1/5/2015 - 4/3/2015 - Paving hardscape, parking areas, sidewalks and driveways

Acres to be Paved: 2.17

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 7/14/2014 - 1/30/2015 - Construction of 403 residential units in 4 bldgs, 5500 sf restaurant, 8,500 sf artists studios, and 0.61 ac of park land

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 12/1/2014 - 7/3/2015 - Painting/coating all surfaces (unmitigated VOC is 250 g/L) adjustment to BAAQMD rules used in mitigation

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2014	0.56	3.36	3.95	0.01	2.28	0.16	2.44	0.48	0.15	0.63	787.80
Demolition 01/06/2014-06/30/2014	0.12	1.24	0.63	0.00	1.60	0.05	1.65	0.33	0.05	0.38	261.91
Fugitive Dust	0.00	0.00	0.00	0.00	1.06	0.00	1.06	0.22	0.00	0.22	0.00
Demo Off Road Diesel	0.05	0.37	0.27	0.00	0.00	0.02	0.02	0.00	0.02	0.02	44.12
Demo On Road Diesel	0.06	0.86	0.30	0.00	0.01	0.03	0.04	0.00	0.03	0.03	211.37
Demo Worker Trips	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.43

Fine Grading 06/02/2014-08/29/2014	0.08	0.62	0.38	0.00	0.67	0.03	0.70	0.14	0.03	0.17	76.35
Fine Grading Dust	0.00	0.00	0.00	0.00	0.67	0.00	0.67	0.14	0.00	0.14	0.00
Fine Grading Off Road Diesel	0.08	0.62	0.35	0.00	0.00	0.03	0.03	0.00	0.03	0.03	73.04
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.32
Trenching 07/07/2014-09/05/2014	0.04	0.29	0.20	0.00	0.00	0.01	0.01	0.00	0.01	0.01	40.87
Trenching Off Road Diesel	0.04	0.29	0.18	0.00	0.00	0.01	0.01	0.00	0.01	0.01	38.58
Trenching Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.30
Building 07/14/2014-01/30/2015	0.25	1.20	2.74	0.00	0.01	0.07	0.08	0.00	0.06	0.07	407.73
Building Off Road Diesel	0.16	0.80	0.61	0.00	0.00	0.05	0.05	0.00	0.05	0.05	99.70
Building Vendor Trips	0.03	0.31	0.29	0.00	0.00	0.01	0.02	0.00	0.01	0.01	101.16
Building Worker Trips	0.06	0.10	1.84	0.00	0.01	0.01	0.02	0.00	0.00	0.01	206.87
Coating 12/01/2014-07/03/2015	0.08	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.93
Architectural Coating	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.93
2015	2.79	0.60	0.84	0.00	0.00	0.04	0.05	0.00	0.04	0.04	127.58
Building 07/14/2014-01/30/2015	0.04	0.20	0.46	0.00	0.00	0.01	0.01	0.00	0.01	0.01	72.95
Building Off Road Diesel	0.03	0.13	0.11	0.00	0.00	0.01	0.01	0.00	0.01	0.01	17.83
Building Vendor Trips	0.00	0.05	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.10
Building Worker Trips	0.01	0.02	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	37.02
Coating 12/01/2014-07/03/2015	2.68	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.36
Architectural Coating	2.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.36
Asphalt 01/05/2015-04/03/2015	0.07	0.40	0.34	0.00	0.00	0.03	0.03	0.00	0.03	0.03	49.27
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.06	0.39	0.29	0.00	0.00	0.03	0.03	0.00	0.03	0.03	41.34
Paving On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.29
Paving Worker Trips	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.63

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 6/2/2014 - 8/29/2014 - Minor grading of up to 8.7 acres (no import or export of soil)

9/24/2010 11:39:27 AM **Annual Proposed 2015**

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

The following mitigation measures apply to Phase: Architectural Coating 12/1/2014 - 7/3/2015 - Painting/coating all surfaces (unmitigated VOC is 250 g/L) adjustment to BAAQMD rules used in mitigation

For Residential Architectural Coating Measures, the Residential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 30%

For Residential Architectural Coating Measures, the Residential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 30%

For Nonresidential Architectural Coating Measures, the Nonresidential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 30%

For Nonresidential Architectural Coating Measures, the Nonresidential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 30%

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.08	1.10	0.54	0.00	0.00	0.00	1,392.49
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	1.42
Landscape	0.08	0.01	0.97	0.00	0.00	0.00	1.77
Consumer Products	3.60						
Architectural Coatings	0.53						
TOTALS (tons/year, unmitigated)	4.29	1.11	1.51	0.00	0.00	0.00	1,395.68

Area Source Mitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Mitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.07	0.88	0.43	0.00	0.00	0.00	1,113.99
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	1.42
Landscape	0.06	0.01	0.78	0.00	0.00	0.00	1.77
Consumer Products	3.60						
Architectural Coatings	0.37						
TOTALS (tons/year, mitigated)	4.10	0.89	1.21	0.00	0.00	0.00	1,117.18

Area Source Mitigation Measures Selected

9/24/2010 11:39:27 AM **Annual Proposed 2015**

Mitigation Description	Percent Reduction
Residential Increase Energy Efficiency Beyond Title 24	20.00
Commercial Increase Energy Efficiency Beyond Title 24	20.00
Industrial Increase Energy Efficiency Beyond Title 24	20.00
Percent of Residential Landscape Equipment that are Electrically Powered and have Electrical Outlets at the the Front and Rear of Residences	20.00
Percent of Commercial and Industrial Landscape Equipment that are Electrically Powered and have Electrical Outlets Available	20.00
For Residential Interior Use Low VOC Coating	30.00
For Residential Exterior Use Low VOC Coating	30.00
For Nonresidential Interior Use Low VOC Coating	30.00
For Nonresidential Exterior Use Low VOC Coating	30.00

Area Source Changes to Defaults

Percent residential using natural gas changed from 60% to 100%

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 100%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Apartments low rise	0.31	0.31	3.11	0.00	0.68	0.13	365.03
Apartments mid rise	0.05	0.05	0.51	0.00	0.11	0.02	59.98
Condo/townhouse general	2.49	2.85	28.99	0.03	6.38	1.21	3,406.07
City park	0.00	0.00	0.00	0.00	0.00	0.00	0.01
High turnover (sit-down) rest.	0.31	0.41	4.04	0.00	0.92	0.17	486.82
General office building	0.10	0.10	1.04	0.00	0.23	0.04	123.45
Warehouse	0.04	0.04	0.43	0.00	0.10	0.02	51.91
TOTALS (tons/year, unmitigated)	3.30	3.76	38.12	0.03	8.42	1.59	4,493.27

Operational Mitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Mitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2

9/24/2010 11:39:27 AM **Annual Proposed 2015**

Apartments low rise	0.29	0.28	2.88	0.00	0.63	0.12	338.78
Apartments mid rise	0.05	0.05	0.47	0.00	0.10	0.02	54.81
Condo/townhouse general	2.41	2.75	27.99	0.03	6.16	1.17	3,288.52
City park	0.00	0.00	0.00	0.00	0.00	0.00	0.01
High turnover (sit-down) rest.	0.31	0.41	3.96	0.00	0.90	0.17	477.08
General office building	0.09	0.10	1.02	0.00	0.23	0.04	120.98
Warehouse	0.04	0.04	0.42	0.00	0.10	0.02	50.87
TOTALS (tons/year, mitigated)	3.19	3.63	36.74	0.03	8.12	1.54	4,331.05

Operational Mitigation Options Selected

Residential Mitigation Measures

Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2% (calculated as a % of 9.57 trips/day)))

Note that the above percent is applied to a baseline of 9.57 and that product is

subtracted from the Unmitigated Trips

Inputs Selected:

The Presence of Local-Serving Retail checkbox was selected.

Residential Affordable Housing Mitigation

Percent Reduction in Trips is 0.7% (calculated as a % of 9.57 trips/day)

Note that the above percent is applied to a baseline of 9.57 and that product is

subtracted from the Unmitigated Trips

Inputs Selected:

The Percent of Housing Units that are Deed-Restricted Below Market Rate Housing is 17.62%

Nonresidential Mitigation Measures

Non-Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2%

9/24/2010 11:39:27 AM **Annual Proposed 2015**

Inputs Selected:

The Presence of Local-Serving Retail checkbox was selected.

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2015 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Apartments low rise	0.77	3.60	dwelling units	71.00	255.60	2,185.30
Apartments mid rise	0.27	3.00	dwelling units	14.00	42.00	359.09
Condo/townhouse general	5.68	7.50	dwelling units	318.00	2,385.00	20,391.03
City park		0.01	acres	1.00	0.01	0.07
High turnover (sit-down) rest.		71.80	1000 sq ft	5.50	394.90	2,944.97
General office building		5.50	1000 sq ft	16.66	91.63	742.43
Warehouse		5.00	1000 sq ft	8.50	42.50	314.20
					3,211.64	26,937.09

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.1	0.2	99.6	0.2
Light Truck < 3750 lbs	11.7	0.9	97.4	1.7
Light Truck 3751-5750 lbs	20.7	0.0	100.0	0.0
Med Truck 5751-8500 lbs	6.3	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.7	0.0	71.4	28.6
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	66.7	33.3
Med-Heavy Truck 14,001-33,000 lbs	0.8	0.0	25.0	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	2.9	48.3	51.7	0.0

School Bus	0.1	0.0	0.0	100.0
Motor Home	0.7	0.0	85.7	14.3

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
City park				5.0	2.5	92.5
High turnover (sit-down) rest.				5.0	2.5	92.5
General office building				35.0	17.5	47.5
Warehouse				2.0	1.0	97.0

Operational Changes to Defaults

Cannery Park Mixed Use Project - Bay Area Greenhouse Gas Model Output, CO2 Emission Rate Adjustment, and Efficiency Metric Calculation
(Denise Duffy and Associates, September 25, 2010)

Project Name:	Cannery Park Mixed Use Project	
Project and Baseline Years:	2020	2015

Results	Unmitigated Project-Baseline CO_2e (metric tons/year, MT/yr)	Mitigated Project-Baseline CO_2e (metric tons/year, MT/yr)	Mitigated Project Converted for PG&E Rates
Transportation:	1,101.49	978.77	978.77
Area Source:	3.14	3.14	3.14
Electricity:	371.75	192.89	69.47
Natural Gas:	514.00	400.32	400.32
Water & Wastewater:	42.84	40.68	27.17
Solid Waste:	266.20	3.87	3.87
Agriculture:	0.00	0.00	0.00
Off-Road Equipment:	0.00	0.00	
Refrigerants:	0.00	0.00	
Sequestration:	N/A	0.00	
Purchase of Offsets:	N/A	0.00	
Total:	2,299.41	1,619.68	1,482.75

Proposed Service Population	Based on 1.96 person/du		792
	Based on 1 job/500 sf non residential (see below)		61
Existing Service Population	Based on 1 job/500 sf non residential (see below)		-420
Net Service Population			433.1
	CO_2e Rate per Capita (metric tons/year/service population)		**3.42**

Proposed Non-Residential Uses		
restaurant	5,500	sf
live work units	16,660	sf
artists studios	8,500	sf
total	**30,660**	sf
jobs (1 job/500 sf) =	***61***	jobs

Existing Non-Residential Uses		
warehouse/artist/office	209,950	sf
jobs (1 job/500 sf) =	***420***	jobs

CO_2 from Electricity Demand adjustment

		zone 4	electricity	CO_2 (MT/yr)	CO_2 (MT/yr)	
		electricity use	use/yr	statewide	PG&E-specific	
Proposed Uses:	units/sq	mwh/yr/residence	mwh			difference
residential	403	4434	1786.90	652.28	435.37	216.91
restaurant	5500		197.85	72.22	48.21	24.02
general office	16660		391.72	142.99	95.44	47.55
artist studio	8500		49.44	18.05	12.05	6.00
				subtotal =		**294.48**
Existing Uses/Baseline:						
gen light industrial	209.95		1221.27	445.81	297.56	148.25
industrial park	32.3		187.89	68.59	45.78	22.81
				subtotal =		**171.06**

Total CO_2e reduction for electricty use (Project - Baseline) = 123.42

CO_2 from Water Demand adjustment

Electricity Use	**statewide**	**PG&E-specific**	**difference**
kwh/yr	**MT CO2/yr**	**MT CO2/yr**	**MT CO2/yr**
Proposed Uses			
132,108.93	48.22	32.19	16.04
Existing Uses/Baseline			
20,842.71	7.61	5.08	2.53

Total CO2e reduction for water use (Project - Baseline) = 13.51

CO2 emission factor	
statewide (CCAR, '09)	**PG&E - specific**
lbs/mwh	**lbs/mwh**
804.54	**537**

APPENDIX B
ARBORIST REPORT

ARBORIST REPORT

Cannery Park I and II
San Jose, CA

PREPARED FOR

CP Associates, LLC and CP-2 Associates, L.P.
c/o Libitzky Property Companies
1475 Powell Street, Suite 201
Emeryville, CA 94608

PREPARED BY

HortScience, Inc.
2150 Rheem Dr., Suite A
Pleasanton CA 94588

September 11, 2008

Arborist Report
Cannery Park, San Jose, CA

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Attachments

Tree Survey Map
Tree Survey

Executive Summary

CP Associates, LLC and CP-2 Associates, L.P. are planning to redevelop the property at 10th and Taylor in San Jose to construct Cannery Park I and II condominiums. San Jose Municipal Code requires that an arborist report be prepared for trees that could be affected by the project.

Sixty-five (65) trees were evaluated. There were eleven taxa represented at the site. The most frequently occurring species were London plane (30% of the population), coast redwood (24%), and evergreen pear (15%). None the trees were indigenous to the site; all were planted. Two species, boxelder and coast redwood are native to California. Tree size ranged from 5" to 26" diameter for single trunks; the median was 10".

Eighteen trees – all London planes – were street trees planted in small cut-outs in the sidewalk along 10th St. and Taylor St. Canopies of trees along 10th St. were constrained by the adjacent two-story building. The remainder of the trees was located either in narrow planters surrounding the buildings or in a parking lot islands.

San Jose Municipal Code (13.32.20.I) defines "ordinance-sized" trees as "any live or dead woody perennial plant...having a main stem or trunk fifty-six inches or more in circumference (18 inches diameter) at a height measured twenty four inches above natural grade slope." Eight trees met this criterion.

Tree condition was predominantly good (66%), with 31% in fair condition, and only two trees in poor condition. Condition varied by species, however. For instance, almost all of the London plane trees were in good to excellent condition, while all of the evergreen pear trees were in fair to poor condition.

Specific grading and construction information has yet to be developed. General tree impacts can be determined, however, from the expected demolition of existing structures and rebuilding the site. Because of the proximity of the trees to the existing buildings and the intensity of construction activity, it will be necessary to remove 48 trees, 8 of which are ordinance-sized. Street tree #26 is located in the proposed driveway into the project, so it would be removed.

Preservation of the 17 street trees (London planes #1-15, 17, 22, 27) may be possible, depending on the ability protect the trees during demolition of the adjacent buildings. Trees #17, 22 and 27 have more space around them, which provides greater potential for preservation.

In summary, removal of 48 trees, 8 of which are ordinance-sized, is expected during demolition of the existing structures. It is unknown at this point whether or not 14 street trees along 10th St. can be preserved. Three street trees (#17, 22, 27) along Taylor would be preserved.

Introduction and Overview

CP Associates, LLC and CP-2 Associates, L.P. are planning to redevelop the property at 10th and Taylor in San Jose to construct Cannery Park I and II condominiums. San Jose Municipal Code requires that an arborist report be prepared for trees that could be affected by the project.

This report provides the following information:

1. A survey of trees within the proposed project area;
2. An assessment of the impacts of constructing the proposed project on the trees;
3. Guidelines for preservation and protection of the trees.

Survey Methods

Trees were surveyed in September 2008. The survey included trees taller than 6' in height. The survey procedure consisted of the following steps:

1. Identifying the tree as to species.
2. Tagging each tree with an identifying number and recording its location on a map.
3. Measuring the trunk diameter at a point 24" above grade.
4. Evaluating the health and structural condition using a scale of 1 – 5:

   5 - A healthy, vigorous tree, reasonably free of signs and symptoms of disease, with good structure and form typical of the species.
   4 - Tree with slight decline in vigor, small amount of twig dieback, minor structural defects that could be corrected.
   3 - Tree with moderate vigor, moderate twig and small branch dieback, thinning of crown, poor leaf color, moderate structural defects that might be mitigated with regular care.
   2 - Tree in decline, epicormic growth, extensive dieback of medium to large branches, significant structural defects that cannot be abated.
   1 - Tree in severe decline, dieback of scaffold branches and/or trunk; most of foliage from epicormics; extensive structural defects that cannot be abated.

5. Rating the suitability for preservation as "good", "moderate" or "poor". Suitability for preservation considers the health, age and structural condition of the tree, and its potential to remain an asset to the site for years to come.

   Good: Trees with good health and structural stability that have the potential for longevity at the site.
   Moderate: Trees with somewhat declining health and/or structural defects than can be abated with treatment. The tree will require more intense management and monitoring, and may have shorter life span than those in 'good' category.
   Poor: Tree in poor health or with significant structural defects that cannot be mitigated. Tree is expected to continue to decline, regardless of treatment. The species or individual may have characteristics that are undesirable for landscapes, and generally are unsuited for use areas.

Description of Trees

Sixty-five (65) trees were evaluated. Descriptions of each tree are found in the ***Tree Survey*** and locations are plotted on the ***Tree Survey Map*** (see Attachments). A summary is provided in Table 1.

There were eleven taxa represented at the site (Table 1). The most frequently occurring species were London plane (30% of the population), coast redwood (24%), and evergreen pear (15%). None the trees were indigenous to the site; all were planted. Two species, boxelder and coast redwood are native to California. Tree size ranged from 5" to 26" diameter for single trunks; the median is 10".

Eighteen trees – all London planes (#1-15, 22, 26, 27) – were street trees planted in small cut-outs in the sidewalk. Trees #1-15 were constrained on the west side by the two-story building (photo 1). The remainder of the trees was located either in narrow planters surrounding the buildings, or in a parking lot islands (photo 2).

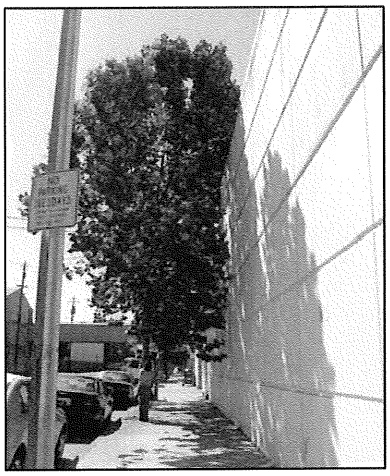


Photo 1: London planes #1-15 in small cutouts in the sidewalk between the street and building.

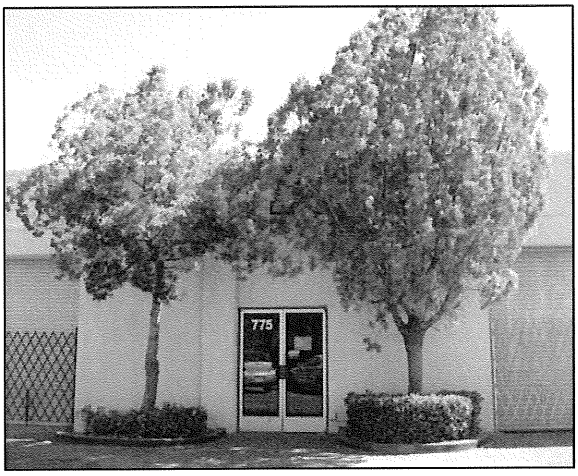


Photo 2: Most of the trees were located in small planters adjacent to buildings, such as these yew pines #52 and 53.

Tree condition was predominantly good (66%), with 31% in fair condition, and only two trees in poor condition. Condition varied by species, however. For instance, almost all of the London plane trees were in good to excellent condition, while all of the evergreen pear trees were in fair to poor condition. The lower condition rating of the pear trees was generally due to poor structure and infection with fireblight, a bacterial disease to which the species is highly susceptible (photo 3).

The condition of the redwood trees varied with the degree of irrigation; those that were well irrigated were in better condition than

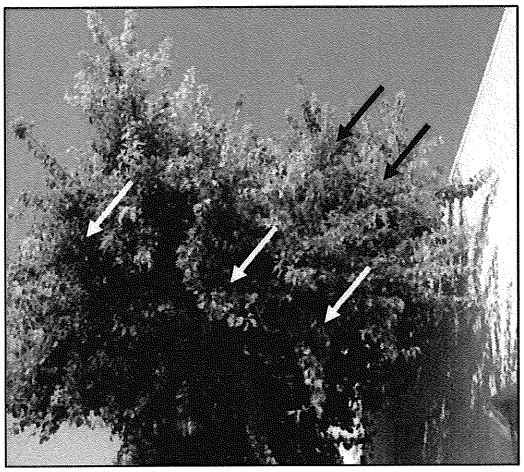


Photo 3: Fireblight disease killed branches (arrows) in evergreen pears.

those that were water stressed. Most of the sweetgums had symptoms of interveinal chlorosis on the leaves, which is caused iron deficiency induced by the alkaline soils in which they are growing.

Table 1: Condition ratings and frequency of occurrence of trees.

Common Name	Scientific Name	Condition Rating			No. of Trees
		Poor (1-2)	Fair (3)	Good (4-5)	
Boxelder	*Acer negundo*	-	1	-	1
Evergreen ash	*Faxinus uhdei*	-	-	1	1
Crape myrtle	*Lagerstroemia indica*	-	-	1	1
Sweetgum	*Liquidambar styracifula*	-	2	3	5
London plane	*Platanus* x *acerifolia* 'Yarwood'		2	17	20
Yew pine	*Podocarpus gracilior*	-	1	4	5
Purple leaf plum	*Prunus cerasifera* 'Atropurpurea'	-	1	4	5
Evergreen pear	*Pyrus kawakamii*	1	9	-	10
Coast redwood	*Sequoia sempervirens*	1	3	11	15
Arborvitae	*Thuja orientalis*	-	1	-	1
Mexican fan palm	*Washingtonia robusta*	-	-	2	2
Total		**2** 3%	**20** 31%	**43** 66%	**65** 100%

San Jose Municipal Code (13.32.20.l) defines "ordinance-sized" trees as "any live or dead woody perennial plant...having a main stem or trunk fifty-six inches or more in circumference (18 inches diameter) at a height measured twenty four inches above natural grade slope." Eight trees meet this criterion (Table 2). Photographs of each ordinance-sized tree are provided on the following page.

Table 2: Ordinance-sized trees as defined by San Jose Municipal Code

Tree #	Species	Trunk diameter (inches)	Condition
16	Sweetgum	20	Fair
28	Mexican fan palm	23	Good
30	Mexican fan palm	26	Good
34	Coast redwood	18	Good
37	Coast redwood	18	Good
38	Coast redwood	19	Good
39	Coast redwood	20	Good
42	Coast redwood	19	Good

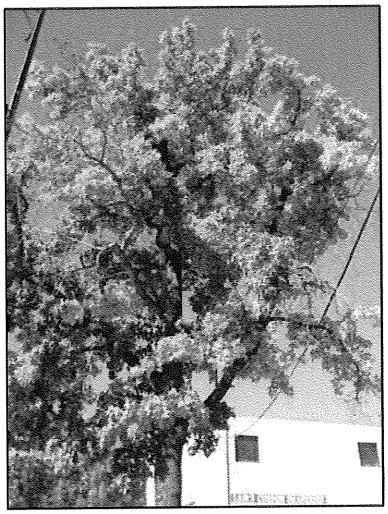


Photo 3: Sweetgum #16 in fair condition. Note dead branches and poor color foliage.

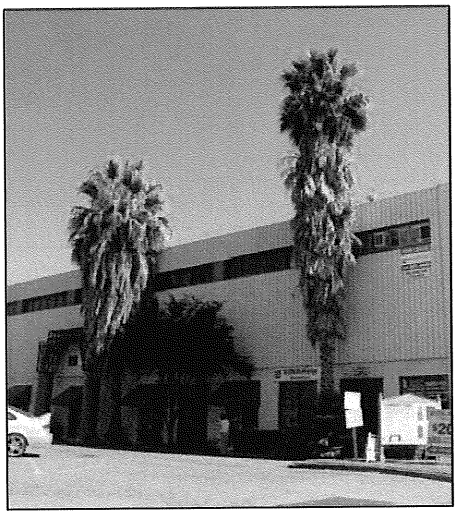
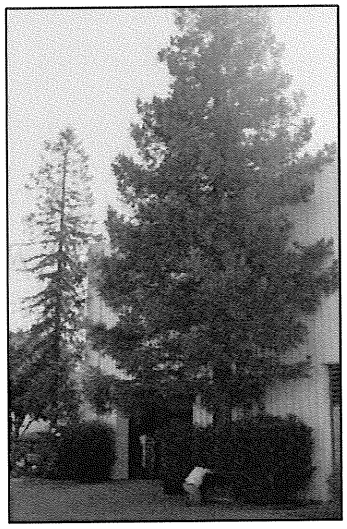


Photo 4: Mexican fan palms #28 and 30 (l).



◄Photo 5: Redwood #34 in good condition.

►Photo 6: Redwood #42 in good condition.

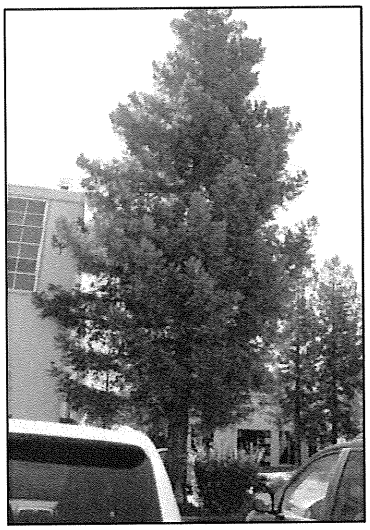


Photo 7: Redwoods # 37, 38 and 39 in good condition.

Suitability for Preservation

Before evaluating the impacts that will occur during development, it is important to consider the quality of the tree resource itself, and the potential for individual trees to function well over an extended length of time. Trees that are preserved on development sites must be carefully selected to make sure that they may survive development impacts, adapt to a new environment and perform well in the landscape.

Our goal is to identify trees that have the potential for long-term health, structural stability and longevity. Evaluation of suitability for preservation considers several factors:

- **Tree health**
  Healthy, vigorous trees are better able to tolerate impacts such as root injury, demolition of existing structures, changes in soil grade and moisture, and soil compaction than are non-vigorous trees.

- **Structural integrity**
  Trees with significant amounts of wood decay and other structural defects that cannot be corrected are likely to fail. Such trees should not be preserved in areas where damage to people or property is likely.

- **Species response**
  There is a wide variation in the response of individual species to construction impacts and changes in the environment. In our experience, for example, walnuts are sensitive to construction impacts, while coast live oak is tolerant of site disturbance.

- **Tree age and longevity**
  Old trees, while having significant emotional and aesthetic appeal, have limited physiological capacity to adjust to an altered environment. Young trees are better able to generate new tissue and respond to change. The potential longevity of the Monterey pines is low because of the mature age and infection with pitch canker.

Each tree was rated for suitability for preservation based upon its age, health, structural condition and ability to safely coexist within a development environment (Table 3).

We consider trees with good suitability for preservation to be the best candidates for preservation. We do not recommend retention of trees with low suitability for preservation in areas where people or property will be present. Retention of trees with moderate suitability for preservation depends upon the intensity of proposed site changes.

Table 3: Tree Suitability for Preservation

Good

These are trees with good health and structural stability that have the potential for longevity at the site. Forty-two (42) trees were rated as having good suitability for preservation.

Tree No.	Species	Diameter (in.)
1	London plane	12
2	London plane	10
3	London plane	14
4	London plane	10
5	London plane	9
6	London plane	8
7	London plane	9
8	London plane	8
9	London plane	11
10	London plane	10
11	London plane	12
12	London plane	10
13	London plane	11
14	London plane	9
15	London plane	10
17	London plane	8
19	Coast redwood	
20	Coast redwood	16
21	Coast redwood	16
22	London plane	6
23	Sweetgum	9
24	Sweetgum	10
25	Sweetgum	12
26	London plane	7
27	London plane	9
28	Mexican fan palm	23
30	Mexican fan palm	26
32	Evergreen ash	14
33	Crape myrtle	5,4,4,3,3
34	Coast redwood	18
36	Purple leaf plum	10
37	Coast redwood	18
38	Coast redwood	19
42	Coast redwood	19
51	Yew pine	11
52	Yew pine	9
54	Yew pine	7,6,4,3
56	Coast redwood	9
57	Coast redwood	16
62	Purple leaf plum	8
63	Purple leaf plum	10
66	Coast redwood	10

Table 3: Tree Suitability for Preservation, continued

Moderate

Trees in this category have fair health and/or structural defects that may be abated with treatment. Trees in this category require more intense management and monitoring, and may have shorter life-spans than those in the "good" category. Eighteen (18) trees were rated as having moderate suitability for preservation.

Tree No.	Species	Diameter (in.)
18	Sweetgum	13
31	Purple leaf plum	5
35	Coast redwood	12
39	Coast redwood	20
40	Coast redwood	9
43	Yew pine	14
45	Evergreen pear	10
46	Evergreen pear	9
47	Evergreen pear	11
48	Evergreen pear	10
49	Evergreen pear	13
50	Evergreen pear	9
53	Yew pine	8
54	Evergreen pear	10
59	Arborvitae	3,3,3,2
60	Evergreen pear	13
61	Evergreen pear	9
64	Coast redwood	14

Poor

Trees in this category are in poor health or have significant defects in structure that cannot be abated with treatment. These trees can be expected to decline regardless of management. The species or individual tree may possess either characteristics that are undesirable in landscape settings or be unsuited for use areas. Five (5) trees were rated as having low suitability for preservation.

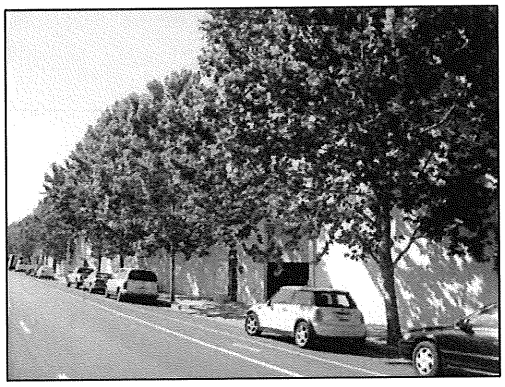
Tree No.	Species	Diameter (in.)
16	Sweetgum	20
29	Purple leaf plum	8
44	Boxelder	4,4
58	Evergreen pear	6
65	Coast redwood	8

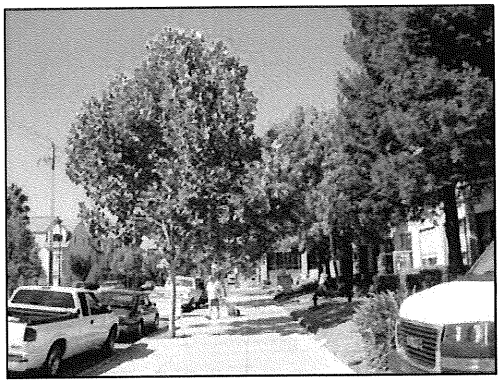
Evaluation of Impacts and Recommendations for Preservation

Appropriate tree retention develops a practical match between the location and intensity of construction activities and the quality and health of trees. The ***Tree Survey*** was the reference point for tree condition and quality. Potential impacts from construction were evaluated using the Libitzky Condominiums site plan prepared by Carlson, Barbee & Gibson, Inc. (April 29, 2008).

Specific grading and construction information has yet to be developed. General tree impacts can be determined, however, from the expected demolition of existing structures and rebuilding the site. Because of the proximity of the trees to the existing buildings and the intensity of construction activity, it will be necessary to remove 48 trees, 8 of which are ordinance-sized. Street tree #26 is located in the proposed driveway into the project, so it would be removed.

Preservation of the 17 street trees (London planes #1-15, 17, 22, 27) may be possible, depending on the ability protect the trees during demolition of the adjacent buildings. As illustrated in photos 1 and 8, the canopies of trees #1-15 are against the building. Trees #17, 22 and 27 have more space around them (photo 9), which provides greater potential for preservation.





In summary, removal of 48 trees, eight of which are ordinance-sized, is expected during demolition of the existing structures. It is unknown at this point whether or not 14 street trees along 10th St. can be preserved. Three street trees (#17, 22, 27) along Taylor would be preserved.

Photo 8: Street trees alor
in narrow space close to
demolished. It is uncerta
be retained during demolition

Photo 9: Street trees along
Taylor St. have adequate space
to allow preservation during

Tree Preservation Guidelines

The Cannery Park project is in early stages of design. As such, it is premature to prepare specification for tree preservation. The following recommendations are provided as general guidelines that will be refined as the project plans progress.

Design recommendations

1. Survey and plot the trunk location and accurate dripline of trees to be preserved.

2. A **TREE PROTECTION ZONE** shall be established around each tree. For design purposes the TPZ shall be defined at the edge of the dripline. No grading, excavation, construction or storage of materials shall occur within that zone. When trunks are accurately located and development plans refined, the Consulting Arborist will identify specific **TREE PROTECTION ZONES** for each tree.

3. No underground services including utilities, sub-drains, water or sewer shall be placed in the **TREE PROTECTION ZONE**.

4. **Tree Preservation Notes**, prepared by the Consulting Arborist, should be included on all plans.

5. Any herbicides placed under paving materials must be safe for use around trees and labeled for that use.

6. Irrigation systems must be designed so that no trenching will occur not within the **TREE PROTECTION ZONE**.

Pre-construction treatments and recommendations

1. The construction superintendent shall meet with the Consulting Arborist before beginning work to discuss work procedures and tree protection.

2. Fence all trees to be retained to completely enclose the **TREE PROTECTION ZONE** prior to demolition, grubbing or grading. Fences shall be 6 ft. chain link or equivalent as approved by consulting arborist. Fences are to remain until all grading and construction is completed.

3. Prune trees to be preserved to clean the crown and to provide clearance. All pruning shall be completed by a Certified Arborist or Tree Worker and adhere to the *Tree Pruning Guidelines* of the International Society of Arboriculture. Brush shall be chipped and spread beneath the trees within the **TREE PROTECTION ZONE.**

Recommendations for tree protection during construction

1. No grading, construction, demolition or other work shall occur within the **TREE PROTECTION ZONE**. Any modifications must be approved and monitored by the Consulting Arborist.

2. Any root pruning required for construction purposes shall receive the prior approval of, and be supervised by, the Consulting Arborist.

3. Supplemental irrigation shall be applied as determined by the Consulting Arborist.

4. If injury should occur to any tree during construction, it should be evaluated as soon as possible by the Consulting Arborist so that appropriate treatments can be applied.

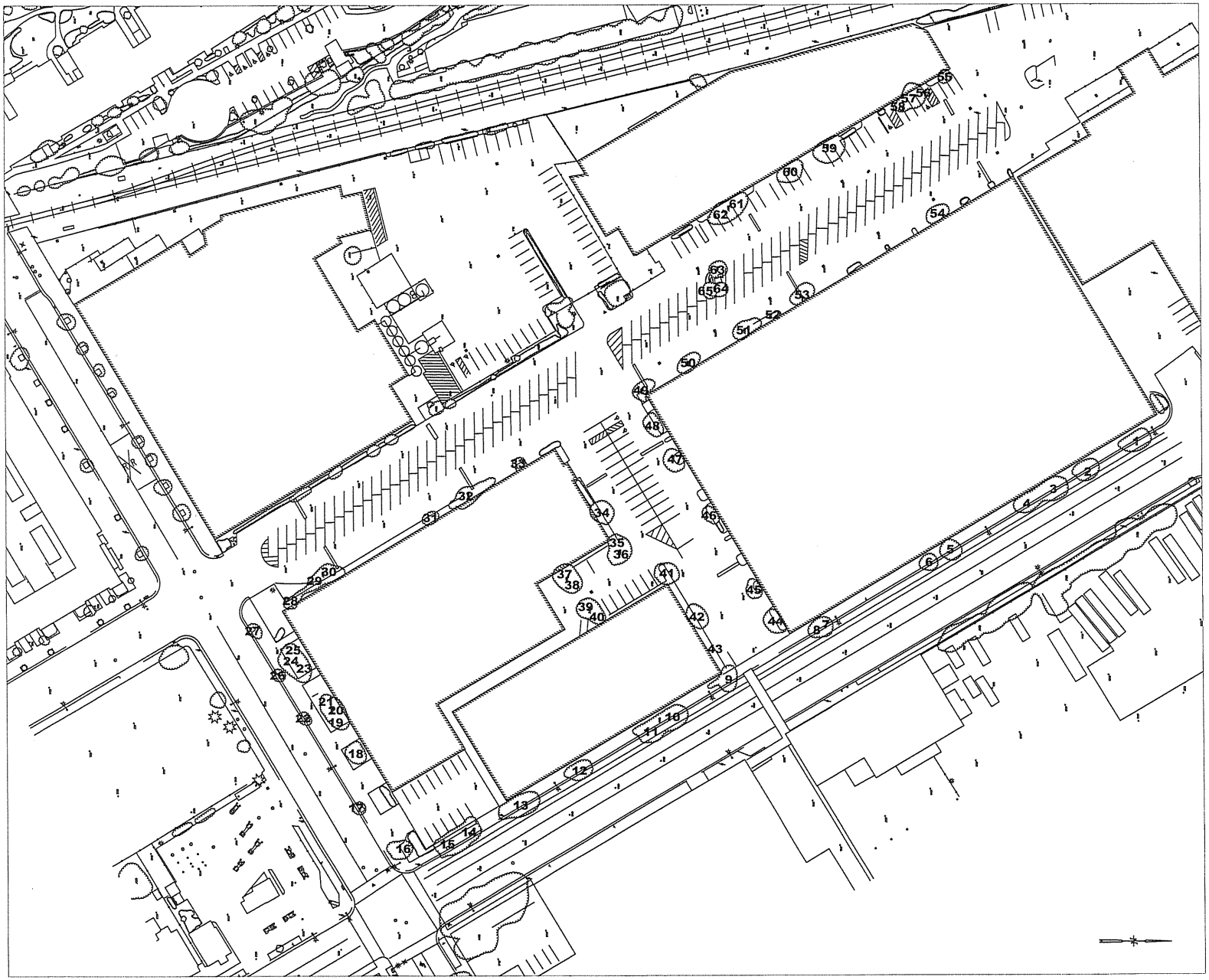
5. No excess soil, chemicals, debris, equipment or other materials shall be dumped or stored within the **TREE PROTECTION ZONE**.

6. Any additional tree pruning needed for clearance during construction must be performed by a Certified Arborist and not by construction personnel.

7. As trees withdraw water from the soil, expansive soils may shrink within the root area. Therefore, foundations, footings and pavements on expansive soils near trees should be designed to withstand differential displacement.

HortScience, Inc.

Nelda Matheny
Board Certified Master Arborist #WE-0195B
Registered Consulting Arborist #243



Tree Survey Map

Libitsky Condominiums
10th & Taylor Streets
San Jose, CA

Prepared for:
Libitsky Property Companies
Emeryville, CA

September 2008

No Scale

Notes:
Base map provided by:
Carlson, Barbee & Gibson, Inc.
San Ramon, CA
Driplines and numbered tree locations are approximate.

HortScience, Inc.
Pleasanton, CA
925-484-0211

HORTSCIENCE TREE SURVEY

Cannery Park, San Jose
Libitzky Property Company
September, 2008

TREE No.	SPECIES	TRUNK DIAMETE (in.)	CONDITION 1=POOR 5=EXCELLENT	SUITABILITY FOR PRESERVATION	COMMENTS
1	London plane	12	5	Good	Street tree; in small sidewalk cut-out adjacent to building.
2	London plane	10	5	Good	Street tree; in small sidewalk cut-out adjacent to building.
3	London plane	14	5	Good	Street tree; in small sidewalk cut-out adjacent to building.
4	London plane	10	4	Good	Street tree; in small sidewalk cut-out adjacent to building; leaning slightly.
5	London plane	9	4	Good	Street tree; in small sidewalk cut-out adjacent to building; trunk wound on SE.
6	London plane	8	4	Good	Street tree; in small sidewalk cut-out adjacent to building.
7	London plane	9	4	Good	Street tree; in small sidewalk cut-out adjacent to building.
8	London plane	8	3	Good	Street tree; in small sidewalk cut-out adjacent to building; thin crown; water valve box in planter.
9	London plane	11	4	Good	Street tree; in small sidewalk cut-out adjacent to building.
10	London plane	10	5	Good	Street tree; in small sidewalk cut-out adjacent to building.
11	London plane	12	5	Good	Street tree; in small sidewalk cut-out adjacent to building.
12	London plane	10	5	Good	Street tree; in small sidewalk cut-out adjacent to building.
13	London plane	11	5	Good	Street tree; in small sidewalk cut-out adjacent to building; low branch on N.
14	London plane	9	4	Good	Street tree; in small sidewalk cut-out adjacent to building; codominant trunks arise at 6'.
15	London plane	10	5	Good	Street tree; in small sidewalk cut-out adjacent to building.
16	Sweetgum	20	3	Poor	Some twig dieback; leaf chlorosis; in turf; leader removed
17	London plane	8	5	Good	Street tree; in sidewalk cut-out.
18	Sweetgum	13	4	Moderate	Multiple attachments arise at 6'; extensive surface roots extending width of planter; in turf.
19	Coast redwood	13	5	Good	Good form and structure.
20	Coast redwood	16	5	Good	Good form and structure.
21	Coast redwood	16	5	Good	Good form and structure.
22	London plane	6	5	Good	Street tree; good form and structure; in sidewalk cut-out.
23	Sweetgum	9	4	Good	In turf area; leaf chlorosis.
24	Sweetgum	10	4	Good	In turf area; leaf chlorosis; large mass of surface roots.

HORTSCIENCE TREE SURVEY

Cannery Park, San Jose
Libitzky Property Company
September, 2008

TREE No.	SPECIES	TRUNK DIAMETE (in.)	CONDITION 1=POOR 5=EXCELLENT	SUITABILITY FOR PRESERVATION	COMMENTS
25	Sweetgum	12	3	Good	Failed branch in center of crown; leaf chlorosis.
26	London plane	7	3	Good	Street tree; in small sidewalk cut-out; large circling root.
27	London plane	9	5	Good	Street tree; in small sidewalk cut-out; root raising sidewalk.
28	Mexican fan palm	23	4	Good	40' trunk length; in narrow planter adjacent to building; large skirt of dead fronds.
29	Purple leaf plum	8	3	Poor	Multiple branches arise at 3' with weak attachments.
30	Mexican fan palm	26	4	Good	30' trunk length; in narrow planter adjacent to building; large skirt of dead fronds.
31	Purple leaf plum	5	4	Moderate	Codominant trunks arise 3'; narrow planter adjacent to building.
32	Evergreen ash	14	4	Good	In narrow planter adjacent to building; hibiscus around trunk.
33	Crape myrtle	5,4,4,3,3	5	Good	Multiple trunks arise from base; in narrow planter adjacent to building.
34	Coast redwood	18	5	Good	Trunk filling small planter adjacent to building.
35	Coast redwood	12	3	Moderate	Water stressed; thin canopy; small planter adjacent to building.
36	Purple leaf plum	10	4	Good	Multiple trunks arise at 3'; in narrow planter adjacent to building.
37	Coast redwood	18	5	Good	Good form and structure; in narrow planter adjacent to building.
38	Coast redwood	19	5	Good	Good form and structure; in narrow planter adjacent to building.
39	Coast redwood	20	4	Moderate	Water stressed; roots filling area at end of planter.
40	Coast redwood	9	3	Moderate	Water stressed, thin; in narrow planter adjacent to building.
42	Coast redwood	19	5	Good	Good form and structure; in narrow planter adjacent to building.
43	Yew pine	14	4	Moderate	In narrow planter adjacent to building.
44	Boxelder	4,4	3	Poor	Codominant trunks at 1' with poor attachment; in narrow planter adjacent to building.
45	Evergreen pear	10	3	Moderate	Codominant trunks at 6', fire blight infection; in narrow planter adjacent to building.
46	Evergreen pear	9	3	Moderate	Codominant trunks at 4', fire blight infection; in narrow planter adjacent to building.

HORTSCIENCE TREE SURVEY

Cannery Park, San Jose
Libitzky Property Company
September, 2008

TREE No.	SPECIES	TRUNK DIAMETE (in.)	CONDITION 1=POOR 5=EXCELLENT	SUITABILITY FOR PRESERVATION	COMMENTS
47	Evergreen pear	11	3	Moderate	Codominant trunks at 6', fire blight infection; in narrow planter adjacent to building.
48	Evergreen pear	10	3	Moderate	Codominant trunks at 7', fire blight infection; in narrow planter adjacent to building.
49	Evergreen pear	13	3	Moderate	Codominant trunks at 6', fire blight infection; in narrow planter adjacent to building.
50	Evergreen pear	9	3	Moderate	Fire blight infection; in narrow planter adjacent to building.
51	Yew pine	11	4	Good	Multiple attachments; in narrow planter adjacent to building.
52	Yew pine	9	4	Good	Multiple attachments at 6'; in narrow planter adjacent to building.
53	Yew pine	8	3	Moderate	Somewhat thin, stunted; in narrow planter adjacent to building.
54	Evergreen pear	10	3	Moderate	
54	Yew pine	7,6,4,3	4	Good	Codominant trunks at 6'; in narrow planter adjacent to building.
56	Coast redwood	9	4	Good	Good form and structure; in narrow planter adjacent to building.
57	Coast redwood	16	5	Good	Good form and structure; in narrow planter adjacent to building.
58	Evergreen pear	6	2	Poor	Very thin; in narrow planter adjacent to building.
59	Arborvitae	3,3,3,2	3	Moderate	Multiple attachments arise near ground level; in small planter adjacent to building.
60	Evergreen pear	13	3	Moderate	Bowed E; poorly pruned; in small planter adjacent to building.
61	Evergreen pear	9	3	Moderate	bowed E, multiple branches at 7'; in small planter adjacent to building.
62	Purple leaf plum	8	4	Good	Multiple branches arise at 4'; in small planter adjacent to building.
63	Purple leaf plum	10	4	Good	Codominant trunks arise at 4'; in small planter adjacent to building.
64	Coast redwood	14	3	Moderate	Water stressed; thin canopy; in parking lot island with large electrical box, vines growing on trunk.
65	Coast redwood	8	2	Poor	Water stressed; thin canopy; in parking lot island with large electrical box.

HORTSCIENCE TREE SURVEY

Cannery Park, San Jose
Libitzky Property Company
September, 2008

TREE No.	SPECIES	TRUNK DIAMETE (in.)	CONDITION 1=POOR 5=EXCELLENT	SUITABILITY FOR PRESERVATION	COMMENTS
66	Coast redwood	10	4	Good	Good form and structure; in parking lot island with large electrical box.

APPENDIX C
HISTORIC EVALUATIONS

Report by

Urban Programmers

HISTORICAL and ARCHITECTURAL EVALUATION
Considering the property located on E. Taylor St. between
N. Tenth St and the Union Pacific Railroad
City of San Jose
Santa Clara County, California

Prepared at the request of:

Cannery Park 1 & Cannery Park II
C/O Don Lapidus
Lapidus & Associates
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Mountain View CA 94040

Prepared by:

Bonnie Bamburg
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10710 Ridgeview Ave.
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408-254-7171

Date Completed: **August 16, 2007**

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Figure 7 – Historic Resource Matrix
Photographs - Existing Buildings

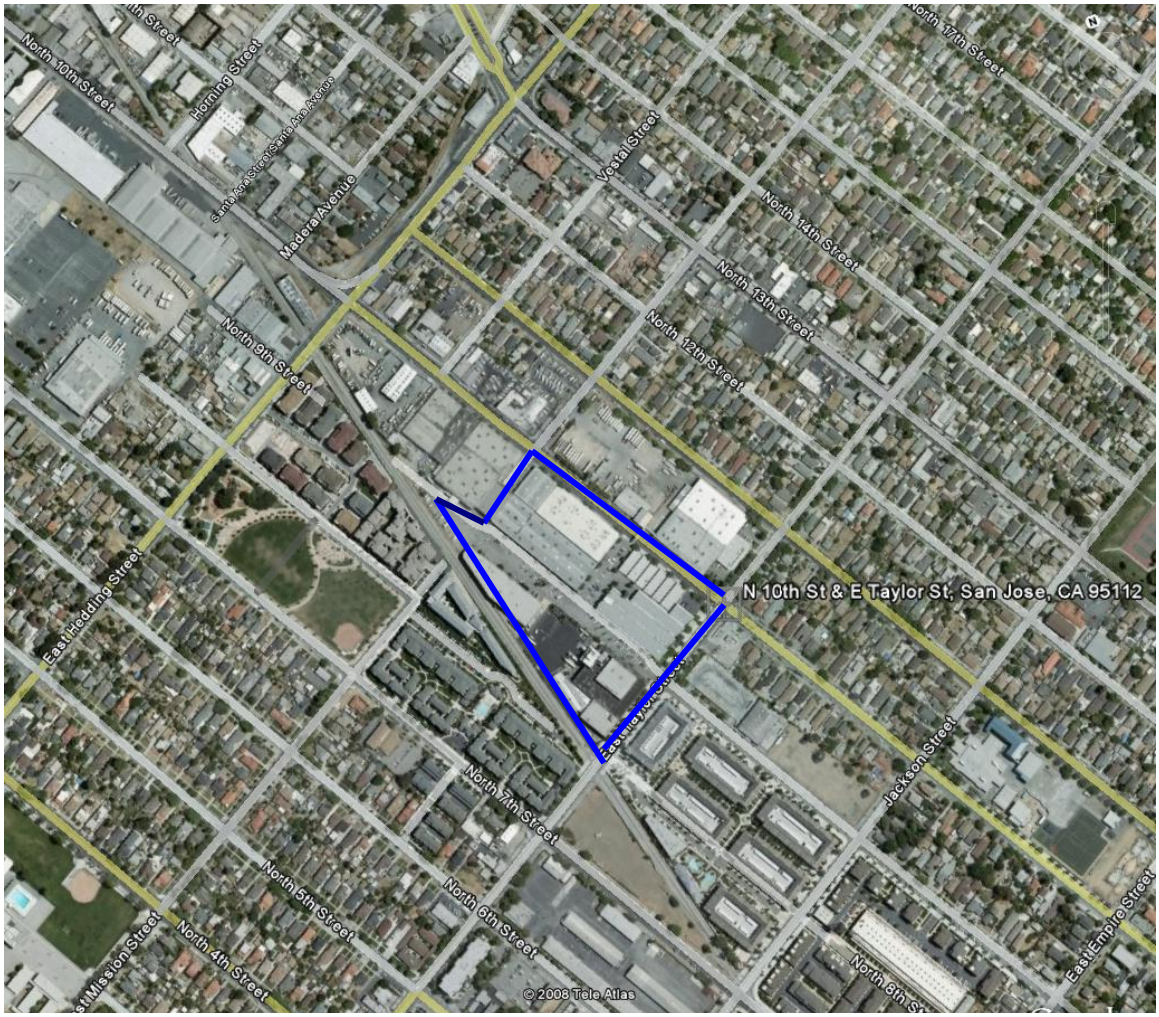

Figure 1 Location Map: Aerial photograph showing the former Continental Can Company and Tri-Valley Growers buildings between N.10th Street and the Union Pacific Railroad, E. Taylor to Vesta Street.

Source: Google Earth Pro

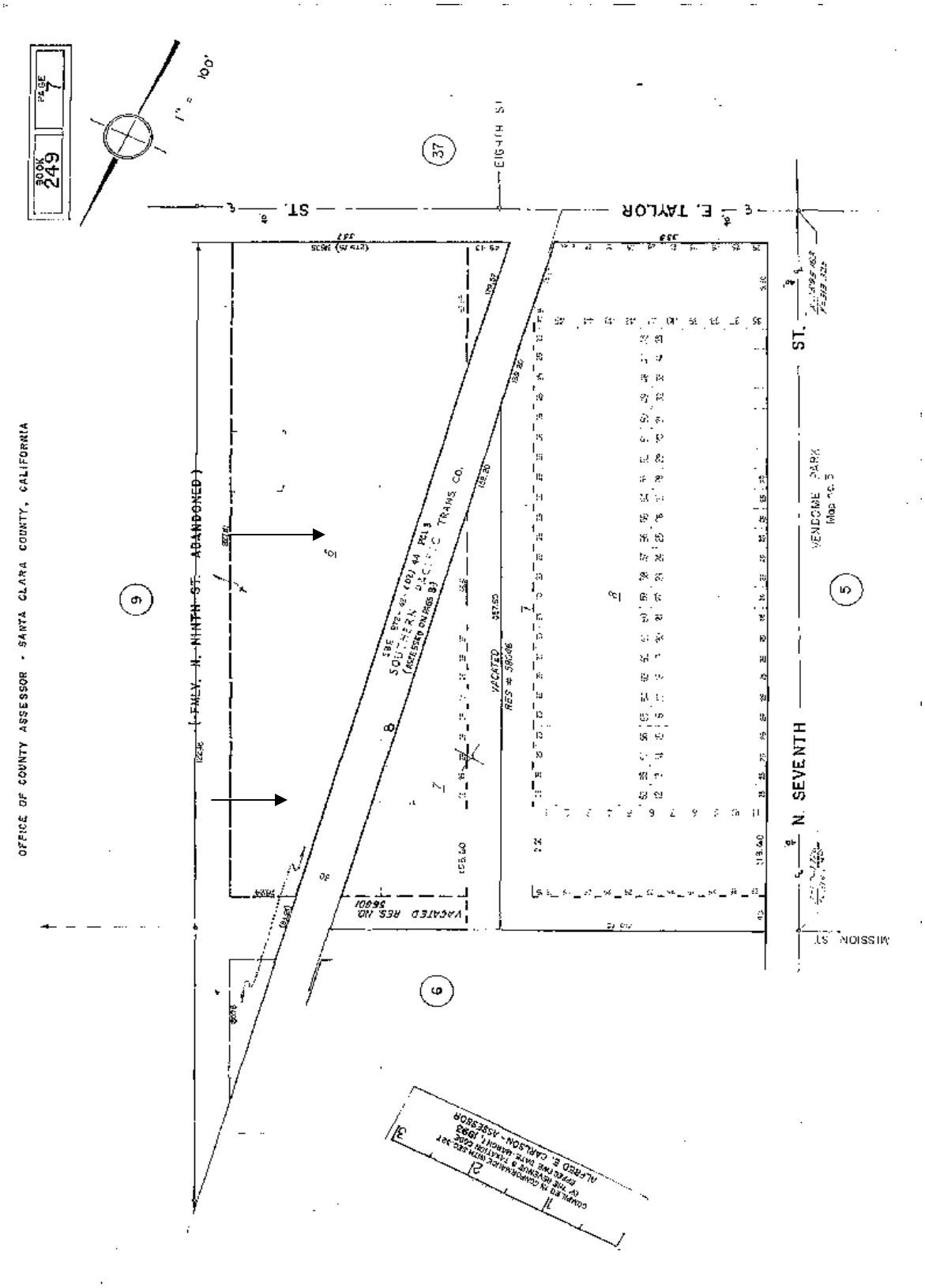

Figure 2 Santa Clara County Assessor's Map APN 249-07-006 and 001

1.3 Introduction to the Report

1. *Name of the Proposed Project*

   Cannery Park I & II

2. *Name of the Developer*

   Don Lapidus

   Cannery Park I
   CP Associates, LLC
   Moses Libitzky, Manager

   Cannery Park II
   CP-2 Associates, LP
   Libitzky Development Corporation
   Moses Libitzky, President

3. *Description of the Proposed Project*

   The proposed project consists of approximately 350-400 units of attached town homes and flats within four to five story buildings over parking as a planned development. Also on the site is the former Continental Can factory occupied by the Gordon Biersch Brewery. This building is not part of the proposed development.

4. *Address, nearest Cross Street, Acreage, and APN for the Property*

   750-790 E. Taylor Street, between E. Taylor and E. Mission Streets, N. 10th and the Union Pacific Rail easement. APN 249-07-006, and 001, the whole site is 11.41 acres (including the brewery site of approximately 2.67 acres)

5. *Current Use of the Property*

   Multiple tenant small businesses with light industrial, office, and retail uses.

6. *Report*

   The report was prepared by Urban Programmers and compiled by Bonnie Bamburg, who has over 27 years experience in preparing historic surveys for cities, counties and the federal government, National Register Nominations for individual sites and historic districts and local assessment reports. She is a former instructor in Historic Preservation at SJSU, a lecturer in historic preservation and former San Jose Historic Landmark Commissioner (1974-1980) She is a former Director of History San Jose, the Western Region of the Association for Preservation Technology and a member of the Advisory Committee of Preservation Action Council, San Jose. Linda Larson Boston, BA, has 17 years experience as a researcher and published author in local history, she conducts historic research for architects, attorneys and landowners. She is a former Historical Landmarks Commissioner (1993-1997), member Institute for Historical Study, and the Board of Directors

Preservation Action Council of San Jose. William Zavlaris, MUP, has extensive experience in providing historical architectural assessment, and over 22 years experience in evaluating architecture for local historical surveys and National Register Nominations.

6. *Completion Date for the Report*

The report was completed on August 20, 2008

7. *Description of the Research Procedures used to prepare the Report*

Standard research methodology included, compiling existing data, researching maps, deeds, published and unpublished materials and contacting individuals with knowledge of the property and related historical subjects. Site inspections and photographs were also part of the research. Unless otherwise noted, historical information presented in this report was drawn from Sanborn Insurance maps, city directories, tax assessment rolls and block books.

The report reviews the historical background of the subject property and describes the historical significance of the buildings, structures and objects located on the subject property, as they may have the potential to be individually significant or contributing elements eligible for designation under the San Jose Historic Preservation Ordinance or listing in the National Register of Historic Places or California Register of Cultural Resources. Evaluation was the final step prior to preparing the written report.

To enhance the understanding of the project, maps and photographs are found throughout the report.

8. *Current Listing of the Property in the San Jose Historic Resource Inventory*

The property on parcel 249-07-06 (former Continental Can Factory) was evaluated in 1992, and is listed as a Structure of Merit. The parcel 249-09-001 is not listed in the San Jose Historical Resource Inventory as updated through June 26, 2008

SECTION 2. Historical Context and Background

The subject of this study is approximately two city blocks that were part of the Pueblo Lands, Tract 1, the first division of land in San Jose, and is located between the Union Pacific Railroad and N. 10th St., E. Mission and E. Taylor with multiple addresses on E. Taylor and N. 10th Streets.

Prehistoric Period:

The first known inhabitants of the Santa Clara Valley were the Tamien tribe, a group of four distinct triblets that occupied different parts of the valley and were part of the Coastal Ohlone language group. Their settlements were established in areas where game, fish, acorns and vegetation (food) and fresh water were available, often along the Guadalupe River and Coyote Creek (Laffey 1992:1).

The Ohlone were decimated in the late 1700's as Spain, attempting to thwart the expansion of Russia and England in California, colonized the area enforcing subjugation and introducing European disease as Spain continued exploring and settling the coast for commercial expansion.

Spanish Period 1777-1822

Exploration of Alta California brought the Spanish to the San Francisco Bay Area. The initial discovery of the Santa Clara Valley was by Sergeant Jose Ortega of the Portola Expedition in 1769, who chronicled the abundance of timber, rich soil and a native population that could become a work force. It took less than eight years for Mission Santa Clara to be established and a few months longer for the first civil settlement in California, El Pueblo de San Jose de Guadalupe, to be established along the east bank of the Guadalupe River. The river became the boundary between the Roman Catholic Mission and the civil settlement. Although both were expected to provide food and goods to the Presidios of Monterey and San Francisco, their methods were very different. The Mission required the native population as a work force, while the Pueblo was settled by volunteers who were provided limited provisions and operated under a form of civil/military regulations.

In November 1777, Lt. Jose Joaquin Moraga, representing the King of Spain, and 14 families, a total of 66 people, left the Presidio San Francisco to create the first civil settlement in California in the fertile valley of the Guadalupe River. Moraga had the map drawn providing each family with a lot for a house and allocating "suertes" farming plots which could be used but not sold, and surrounding the Pueblo, common lands for grazing.

The settlement was originally located on the Guadalupe River in north San Jose (Taylor Street), but the annual flooding caused the settlers to petition for relocation to the south where they would be on higher ground. The request was granted, allowing the town to relocate about 1791. The new location was at the cross roads from Monterey and Mission Santa Clara with the port of Alviso about one mile north. The town was laid out with the center a plaza and market place where the Road from Monterey entered (Market Street). Creating the town required a system of ditches (acequia) to be constructed that would circulate fresh water throughout the town and farm lands. Eventually these were fed throughout the years by constructing a dam on the river. Residential lots and settlement patterns followed the alignment of the acequia.

The route of travel between San Francisco (Yerba Buena) and Monterey essentially follows the El Camino Real (Monterey Road through the south of the county) to Santa Clara Street. The Alameda to Santa Clara. Along this section, willow trees were planted by the Padres to shade travelers. Other modern roads also follow the early trails; Trimble Road connected the Mission Santa Clara with its corn fields (milpas) and to Mission San Jose (established in 1789); Highway 880 (#17) connected the Missions of Santa Clara and Santa Cruz, an old trail that was improved with the labor of Mission Indians.

During the Spanish period, farming produced beans, corn, wheat, hemp, flax, seasonal vegetables and fruit. The basic industry of the area revolved around the crops, milling and hemp/flax thread, candles and soap- the necessities. A poor

quality wine and brandy were made from small vineyards and orchard fruit. As the cattle herds grew, hides (leather) and tallow (fat and rendering) became important in the local economy. Surplus food and goods made by the Pueblo were sent to the Presidios or traded with the sailing ships through the ports of Alviso, Monterey, Yerba Buena, and Santa Cruz.

Beginning with the first settlement in 1777, agriculture and grazing occupied the original Pueblo land (suertes), to the north of the developing city.

Mexican Period 1822-1845

Change was brought about by the 1810, civil war in Mexico which relaxed the regulations and destroyed the economy within the Pueblo. With reduced oversight from the Spanish military and reduced Spanish trade, the opportunity for trade with foreign ships through previously guarded ports provided different provisions - tea and coffee as well as manufactured goods. Exposure to different trade and governance systems came from the sailors who decided to jump ship and stay in California.

In 1822 Mexican governmental control replaced Spain's. The two most important and long term changes were the secularizing of Mission lands and, in 1824, the granting of large land holdings (ranchos) to any person who settled an unoccupied track of land. Within Santa Clara Valley there were 38 land grants issued between 1833 and 1845, 15 of which were within the lands formerly held by the Pueblo (Laffey 1992:2). The ranchos were operated much as small towns, self-sufficient in growing food and providing labor for the rancho's fields and industries, which were increasingly related to cattle (hides and tallow). While religion was part of the Rancho life, education was lacking.

Another change was allowing foreigners to settle in California. The first such settler was Antonio Sunol, born in Spain, who arrived on a French ship. An educated man, he opened the first general store and saloon in the Pueblo. He also planted a vineyard and it appears he was the first European to make wine in Santa Clara Valley selling it as early as 1823 (Arbuckle 1984:175). Soon his education qualified him for postmaster, banker and attorney, and in 1841, he became the Alcade (Mayor). Others followed and in 1841, the first Americans arrived by overland routes. In 1835, approximately 700 residents lived in the Pueblo; 40 were foreign, mostly English or Americans. By 1845, the population had grown to 900; almost 200 were Americans. The Americans were interested in business and transforming the Pueblo with American style commerce. By 1846, when the Americans occupied the State, their numbers were sufficient to take control.

As the governing authority and land policies changed during the first half of the nineteenth century, by 1821 the policies were in place to encourage increased in agricultural production from private land. At this time grapes, apples, peaches, pears and apricots were all grown in family orchards. Immigrants, having heard of the rich soil and favorable weather, arrived with new plant species to expand the varieties and improve the quality. By the 1840's the industry was expanding into the Pueblo lands, close to the blocks around the subject parcel with nurseries, farms, and orchards.

Early American Period 1846-1870

This turbulent period was marked by change; the influx of American settlers to the Mexican community; the dramatic change from the established governing systems of Spain, then Mexico to the English/American legal system; and an agrarian economy to the beginning of industry in the local economy. Land ownership was particularly difficult since the Mexican Government had granted large holdings with little documentation of boundaries; the two cultures often disagreed on how to adjudicate differences.

To settle at least some of the issues relating to land ownership, a survey was conducted in 1847 of the Pueblo from Market Street to Eighth Street and Julian south to Reed Street. Those who claimed ownership were given legal title; unclaimed land sold for $50 a city block (Laffey 1992:5). Other surveys followed, some more accurate than others. In 1850, Surveyor Thomas White extended the city limits to Coyote Creek in the east and beyond the Guadalupe River on the west. Surveys were only part of the problem. Americans believed the open lands gained by the Treaty of Hidalgo were public and available. To determine legal title under the American system required the US government to establish the California Lands Commission in 1851; but that process proved lengthy and expensive, with the consequence that land was often forfeited. Within the Pueblo, the area between Market Plaza and the Guadalupe was contested for many years delaying development in this area while ownership was determined.

The gold rush of 1848-49 brought a sudden influx of primarily Americans to California. People needed food and services that were not immediately available. The businessmen of San Jose quickly developed hotels, saloons, theaters, and stores ready to sell whatever the miners needed. So prominent was the City that it was selected the first State Capitol in 1850 and although it lasted only two years, this provided incentive for even more urban development.

Outside the city proper, farms, orchards vineyards started to fill The Valley. However, the stock of vines and trees did not significantly improve until 1851-53 when Antoine Delmas and then Louis Pellier imported European vines and scions that could be grafted to the hardy mission grape stock. They were followed by Etienne Thee and Charles Le Franc, who by 1857, had formed the Almaden Vineyards.

The College of Notre Dame was founded in 1851 growing from a small wood building to occupy a large campus of classic brick buildings on W. Santa Clara St. between San Pedro and Santa Teresa. The school educated young girls, elementary school through college. A few years later Minns Evening Normal School was established in San Francisco in 1857, after which it moved to San Jose, becoming San Jose Normal School now San Jose State University.

Infrastructure continued to develop to support the population growth. Natural gas was piped to buildings and street lights in San Jose and Santa Clara in 1861. Five years later, San Jose Water Company incorporated to provide piped water to residents followed closely by the City installing the first sewers. Transportation, using horse drawn carriages, was established between Santa Clara, San Jose and Saratoga-Los Gatos, to be replaced by Samuel Bishop's Street Car line in 1868. This

line extended from Santa Clara eventually ending at the Alum Rock Reserve (park) in the east hills.

The educated population attracted printers and newspapers to the area. Politically motivated, the State Journal in December 1850, and the Daily Argus in 1851, were short lived; however, San Jose would never again be without locally printed newspapers (Arbuckle 1984:397).

A subtle change was occurring in agriculture with a switch from grazing lands to planted grain fields, primarily wheat, filling the valley floor. The economy was changing from cattle-based to wheat and seasonal fresh fruit. Fruit orchards planted by the Mission supplied apples and pears to the miners showing the profit potential that could be made by raising fruit. By the end of 1850, San Jose was home to several professional orchardists and nurserymen including Louis Pellier, who opened City Nursery on the northeast corner of San Pedro and Chaboya Alley in 1850. Just 10 years later, 106,000 fruit trees thrived in the county and 156,000 grape vines; orchards were planted in all directions extending from the City (Arbuckle 1984:155).

This early period ends with the coming of the railroad. The first line was between San Francisco and San Jose opened in 1864, and in 1869, the Central Pacific line started from San Jose to Niles. The transcontinental railroad that connected Santa Clara Valley to the eastern states allowed access for the local agriculture and goods to be sold into the world's markets.

During the California gold rush of 1848-61, the Santa Clara Valley become a provider of food, supplies, and mercury to the Mother Lode mining communities in the Sierra's. The effort required to market and deliver goods fostered the desire for rail service to connect San Jose with San Francisco, Sacramento, and beyond. Civic leaders recognized that San Jose could expand markets for its resources if rail shipping was available. In January 1865, the tracks connected San Jose with San Francisco and by 1869 a line to Sacramento and the transcontinental rail system cut across the northern section of the City, establishing the path of future industrial development.

Horticultural Period 1870-1918

Immediately the national market was available to the growers and producers, but it was controlled by the railroad companies. With expanded markets horticulture flourished. Grape growing found an instant market in the late 1870s, and into the 1880s because wine was in high demand and fruit that could not be dried, remained a seasonal commodity. "By the end of the 1880's Santa Clara County had 15,000 acres of vine and 478 viniculturists. producing 2,500,000 gallons of wine a year" (Arbuckle 1984:176). Most vineyards were less than 100 acres. Orchards spreading in all directions spawned small towns with services and conveniences. Berryessa in the east, The Willows in the west, Saratoga and Los Gatos, were all connected by fruit orchards. The most popular fruit was the small French prune imported by Louis and Pierre Pellier, known as the "la Petite Prune d'Agen" a fruit that would be in high demand all over the world and grow to be a $43,000,000 a-year- industry in California (Arbuckle, 1984:163). Drying fruit was a relatively natural and low cost process, but it was subject to weather conditions and not suitable for all types of

fruit. The abundance of the orchards demanded a new process to preserve the fruit for sale.

Food processing started in France in the 1850's. However, locally it was Dr. James Dawson who invented the process in his home laboratory in 1871. Companies formed to manufacture all types of equipment to support the joint industries; orchard sprayers, food processing machinery, and tractors all were made in San Jose. With superb growing conditions and land for vast orchards, the canning industry grew quickly in San Jose, as did support industries of box and basket making and can factories. Mergers of the smaller or specialized companies led to some of the largest corporations, such as FMC, that started as Bean Pump and Spray Company merging with Anderson –Barngrover, Hull and Cunningham. During the same period, vineyards were also bountiful and Paul Masson, Pierre Mirassou and William Wehner were all producing wines from grapes grown on the hillsides around the Valley.

As the economy grew so did urban development, expanding from First Street to Second and, two years after the Chinatown fire of 1887, a new City Hall was constructed in the Plaza, and in 1893, a new Post Office on Market Street. During the 1880's three and four-story bank buildings were constructed on all four corners of Santa Clara and First streets. During this time, business moved south from Santa Clara Street, spurred on by T.S. Montgomery who developed several large city blocks.

As the City expanded so did the infrastructure. By 1881, electricity, was provided by several private companies operating from different locations around the City. In the same year J.J. Owen, owner of the San Jose Mercury was instrumental in having a light tower constructed at the corner of Market and Santa Clara streets. Electric arc lamps that had replaced the gas lamps were replaced in 1912, with incandescent lights on the downtown streets.

Automobiles were first seen in the Valley in 1890's, with the State's first auto manufacturing, garage and gas station established in San Jose by the turn of the century. The first "garage" was opened by Clarence Letcher in 1900 followed by his first gas station in 1902. The first motor bus line in the state began service from San Jose to Mt. Hamilton in 1910. It was then possible to take the bus to the San Jose Country Club established in 1899, on Alum Rock Avenue.

The first regularly scheduled radio station was started in San Jose in 1909, when Dr. Charles Harold broadcast from his offices at the corner of First and San Fernando streets. In addition to the first commercial broadcast, Harold is credited with opening a college to train radio engineers where he qualified over 1200 students by 1922. During his career, he was credited with more than 50 inventions.

Development continued throughout the City. Most of the vacant lots were filled with houses or small commercial buildings during the 1880's. The Hensley property was divided in 1886, as was College Park off the Alameda followed by the subdivision of General Naglee's estate in 1902 and Hanchett Park in 1907. During this period, the City annexed the Gardiner District and the City of East San Jose in 1911, and a year later an unusual annexation was the 100 foot wide strip of land along N. First Street leading to Alviso. At the end of his era, as industrial development moved

north along the rail road, the property north of E. Taylor began to develop with canneries.

Inter War Period 1918-1945

Three projects that started in the 1920's and completed by 1939, were particularly important in the development of San Jose. The first was the connection of Bayshore Highway from N. First Street to San Francisco; the second was the formation of the Santa Clara Valley Water Conservation District to alleviate the falling level of ground water, and the selection and development of Moffett Field as a military base, for which San Jose campaigned heavily.

After several years of attempting to block the effects of the Voldtead act in Santa Clara Valley, the winemakers were faced on February 20, 1920 with following the provision of the Eighteenth Amendment to the U.S. Constitution "prohibiting the sale and manufacture of intoxicating liquors until the conclusion of the present war and thereafter until the termination of demobilization, the date of which shall be determined and proclaimed by the President of the United States. The words "beer, wine, or other intoxicating malt or vinous liquors" in the War Prohibition Act shall be hereafter construed to mean any such beverages which contain one-half of 1 per centum or more of alcohol by volume" (Volstead Act; Title one, 1919). Winemaking including brandy, was an important part of the local economy in the Santa Clara Valley where 8,000 acres were cultivated with wine grapes. Northern California more known as the wine area was more heavily invested (Sullivan1982:128). Not until 1933 were the effects of the Volstead Act - 1920-1933 - and local laws repealed. Several local wineries had stocked wine and were quick to tool up their old equipment and begin shipping wine made and stored during the dry years. Cabari, Almaden, Paul Mason and others shipped less than 145,000 gallons. The first new winery operation after repeal was constructed in 1937, by Peter Mirassou who held 100 acres in Evergreen. The winery with 130,000 gallon capacity shipped bulk dry wine and Champaign, that was considered of better quality than most (Sullivan 1982:144). Peter and his sons Edmund and Norbert Mirassou continued to improve the quality of local wine and promote the industry. At the conclusion of WWII, California and the Santa Clara Valley was experiencing a wine shortage and more acreage was planted to meet the need. Along with this came a campaign to teach the wine buying public about the quality of Santa Clara Valley and other premium wines. The industry was moving away from sweet wine, cheap white wine, and to the better wines produced locally.

The Volstead Act (prohibition) came at a time when the fruit processing companies were expanding or establishing business in San Jose and the distilleries and wine making buildings offered usable space along the railroads, particularly in North San Jose. The Greco Cannery, credited with first canning tomato paste, purchased the Padget Distillery on Taylor Street. Other blocks between Taylor and Jackson, N 7th to N. 10th Street developed with food processing facilities and warehouses. The Growers Market Cooperative, Central California Canneries, Santa Clara Packing Company, and Continental Can Company are some of the businesses that located in the North San Jose area during the second and third decades of the twentieth century. Similar development patters extended to the south around Keys Street and to the west along the railroad. It was during this period that fruit processing provided the greatest contribution to the local economy.

Population continued to increase and the residential development to expand into the orchard areas or infill such as the Vendome Hotel site on N. First Street. Annexation continued to extend the City boundaries; Palm Haven in 1922, and the Stockton and White districts in 1924. Willow Glen incorporated in 1927 and annexed to San Jose in 1936. Further outside the City, the east hills were subdivided for homes and the first airport was constructed at 1919 Alum Rock Road. The first municipal airport was established as the Garden City Airport in 1934 and moved to Tully Road in 1939 by Cecil and Robert Reid who renamed it Reid Hillview Airport (Laffey 1992:9). Part of the population and job growth was from those who had served in the military and came to attend college in the Valley using the G.I. Bill to help pay expenses. At Stanford University, Dr. Frederick Terman, a gifted professor had an exceptional class and was already seeing some of his students venture into what would become the next economic wave; electronics, and high technology. Students David Packard and Bill Hewlett invented test equipment in 1939, and obtained government contracts to continue their work during the war years. In 1945, they were well positioned to lead those who formed or worked for companies that were the foundation of Silicon Valley - Varian Sylvania, Philco-Ford, GE and Lockheed.

Industrialization & Suburbanization 1945-1991

During WWII social changes occurred. Women who became part of the war-effort work force were then less content to stay at home. Able to work outside the home or to volunteer these women made it very desirable to have two cars in each family. This was not lost on the home builders who included a two car garage with most homes after 1945. With more automobiles available, commercial centers were no longer tied to the bus or street car line; thus they spread out along all the major roads. At the same time, changes in building safety codes required additional exiting and other modifications to second floor spaces primarily in the downtown. Without the guarantee of higher rents, many owners did not correct the deficiencies so the upper story spaces became vacant.

After WWII, the population of San Jose rose dramatically. City leaders launched campaigns to attract non-agricultural industries and house building led construction in the Valley. The post-war community of 95,000 in 1950 became the urban hub of 500,000 by 1975, while the area of the City grew from 17 square miles to 120 square miles as land annexed for housing tracts, commercial centers and industrial complexes replaced orchards.

All roads seemed to lead out of the historic downtown. Valley Fair at Stevens Creek and Winchester boulevards, offered a new shopping experience - a mall with free parking and a variety of stores, (I Magnin, Joseph Magnin, Macys, and the Emporium, stores previously only in San Francisco). In 1957, the new City Hall was constructed with modern manufactured materials, signaling the progressive City, was located at N. First and Mission Streets, far north of the downtown. Hotels in the downtown, once the heart of the social set, became subsidized housing for older, often destitute people. Even the San Jose Mercury and San Jose Evening News, San Jose's only daily newspapers moved from W. Santa Clara Street to a new facility on Ridder Park Drive out of the downtown. Soon the downtown became isolated as shops either went out of business or moved to outlying centers and there was little to attract people to come into the City's core. During the 1950's and early 1960's

federal funds were available for urban renewal to demolish obsolete or blighted buildings and San Jose's leaders, believing that a cleared parcel of land was more attractive to new development, received many awards for this work. Asphalt soon covered the vacant lots where three and four story buildings had once stood, almost 30% of the downtown was paved.

The train ran between San Jose and San Francisco exactly has it had since 1909, and the Southern Pacific sponsored bus line dropped the SP and became the Greyhound Line, moving to a larger bus terminal on Notre Dame Avenue. Light industrial development appeared just outside the core where the opportunity for less expensive land allowed service, repair, warehouse and distribution of services related to the remaining businesses.

Outside of the City, General Electric Company opened a new facility at Curtner and Monterey Road in 1948, IBM on Cottle Road in 1953, and Ac'cent on Monterey Road in 1946. Lockheed was also renting space and looking for a place to construct a facility (eventually in Mt. View). Major reconstruction of the schools in San Jose began in the late 1950's when, with the intent to protect children, the State made bond funds available to local school districts if their schools were evaluated by structural engineers and found to be seismically inadequate. Many schools were determined to be structurally unsafe and were demolished, replaced with new buildings or new facilities which were deemed to be more economical to maintain and located in areas where the population was growing. A few years later, hospitals found the same state mandates and were either rebuilt or extensively remodeled.

By the end of the 1970's Park Center Plaza, a new library and the Center for the Performing Arts were constructed on the west side of the downtown. In the center, next to St. James Park the Scottish Rite Temple on N. 3rd became the San Jose Athletic Club and the old Post Office (formerly library) became the San Jose Museum of Art. Other than reusing a few historic buildings, there was little new development in the core area.

Replacing the orchards, new housing was constructed in tracts, all with a forward facing double or triple garage to display the family cars. As the City embraced the new, ever expanding high technology, the price of industrial waste and capacity was beginning to be understood. The expansion of residential development, high technology and food processing combined to overwhelm the sewer and waste water capacity through the San Jose Water Treatment Plant The City increased fees and limited the water available for food processing, encouraging those companies that remained in San Jose to look elsewhere. Still, the economy was growing and the general tenure through the 1980's was one of optimism and progress.

2.1. Background history of the subject parcels

The area was included in the Pueblo lands Tract One. The Thompson & West 1876 Historical Atlas of Santa Clara County shows the subject land was part of the 124 acre parcel owned by Calvin Martin a capitalist who came from New York in 1849, residing at 386 Second Street. In 1876, the land appears to have been subdivided into residential lots part of the Miller & 80 - White Survey. The 1915 Sanborn Map stops on the east side of N.10th Street at Taylor indicating that the property was vacant.

By 1920, the block between N. 9th and N. 10th Streets, south of Mission, was developing with companies that were part of the fruit-processing industry. The first to develop was the California Co-Operative Canneries on the corner of N. 10th and Taylor Streets. By 1925, between N. 8th and N 9th Streets, on the north side, the street was filled with Felice & Perrelli Canning Company and G. N. Easton Can Company. In 1929, Continental Can Company, the second largest manufacturer in the nation, acquired the former G.N. Easton Can Company site.

In 1931, the California Co-Operative Canneries became part of the Tri-Valley Packers Association and, after a year when the plant did not operate, the cannery reopened for the 1932 season. During the 1930's, fruit-processing became substantially more mechanized with conveyor systems to handle fruit from the time it left the sorting or cutting tables until filled cans were labeled and stacked for shipping. The mechanization required additional space, to create greater capacity and more efficient operations.

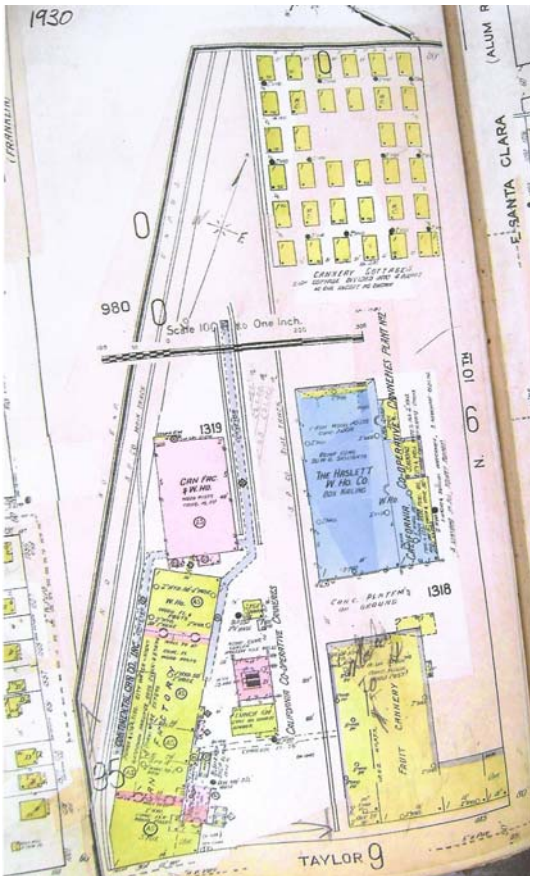

Figure #3 Sanborn Insurance Company Map (section p.3) 1915-updated to 1930

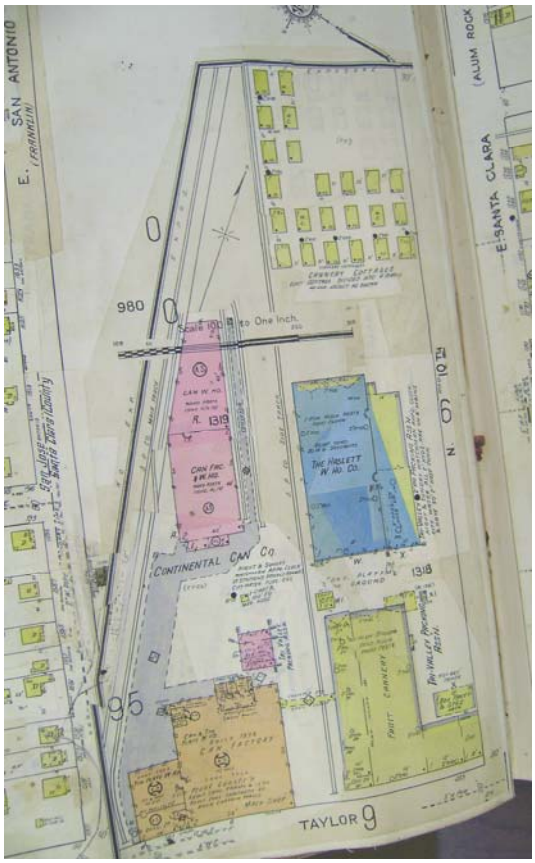

Figure #4 Sanborn Insurance Company Map (section p 3) 1915-1935

The beginning of WWII halted most plans to upgrade the cannery, while at the same time, the Tri-Valley Packers Association, like most canneries, was receiving government contracts that when added to the consumer markets, required record amounts of canned food. The cannery responded although it experienced shortages of manpower, materials, and machinery. Until 1945 and the end of WWII, the cannery was not able to fully modernize waiting until companies such as FMC (Food Machinery Company), which had supported the war effort, returned to the production of modern food machinery equipment.

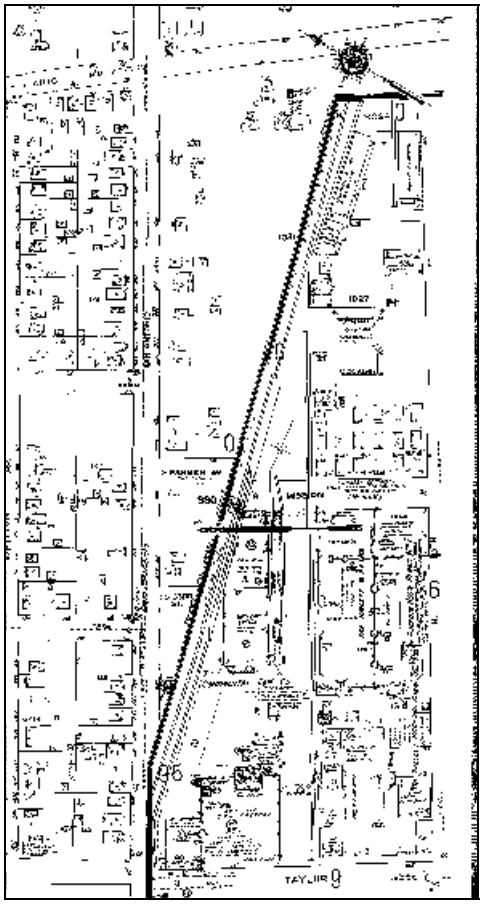

Figure 4 Sanborn Insurance Map Company 1915 updated to 1950 portion of page 3

During the decade 1945-1955 the Continental Can Company expanded the warehouse, Haslett warehouse add new buildings and the Tri-Valley Cannery rebuilt their facility and developed a new can storage warehouse and outdoor storage on the east side of N. 10th Street.

Shortly after these expansions, the market changed dramatically. Food processing was no longer economically viable in San Jose. Orchard lands were developed with housing tracts and the economy started moving toward “high tech”. The water used

by the canneries and the disposal of waste water became an issue in the 1960's that lead to the closing of most food processing plants in North San Jose.

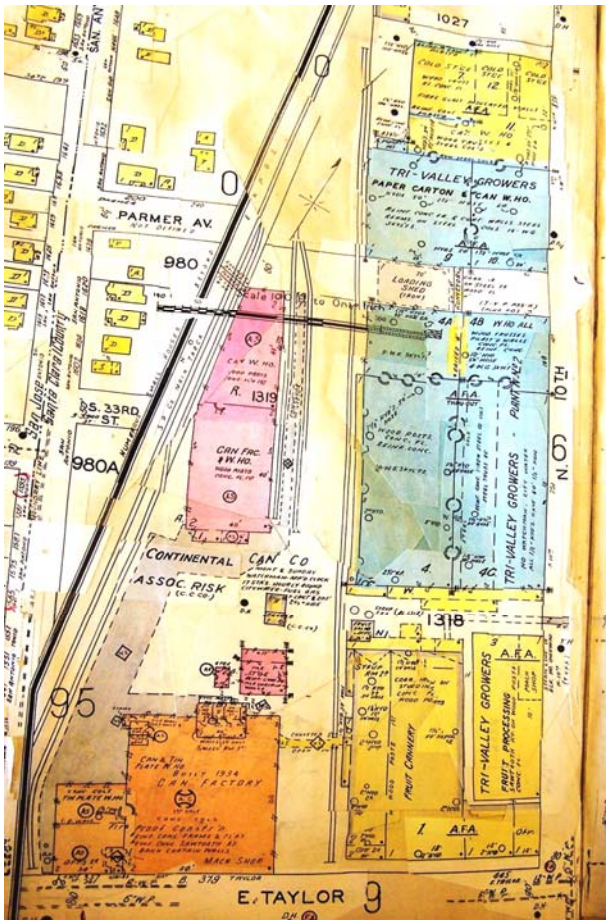

Figure 5 Sanborn Insurance Map Company 1915 updated to 1968 portion of page 3

Sold to investors, the properties were given new uses. The Continental Can Company's 1934, factory building became Gordon Biersch Brewery, while the warehouses to the rear of the property, like the former Tri-Valley Growers Cannery and warehouses, were remodeled for multi-tenant small business use. The transformation required a change in zoning and a lengthy, sometimes acrimonious process between the developers and the City.

In 1987, the area was identified for future residential development and the Jackson Taylor Residential Strategy Plan was adopted. In the fall of 1992, the City council adopted the "1992 Jackson-Taylor Neighborhood Revitalization Study", which incorporated the Jackson-Taylor Residential Strategy Plan (City of San Jose 1992), making the formal decision to establish the area for mid-to-high density residential use with parks and other amenities for the new residents. The years from 1995 to 2007, saw several multi-family residential developments replace the former industrial uses. The blocks between E. Taylor, E. Mission from the railroad to N. 11th Street are among the few remaining parcels that have not redeveloped with new residential buildings.

2.1.2 Continental Can Company (west side of N.9th St.)

The first national can manufacturer to operate in San Jose was American Can Company at Martha and S. 5th St. c. 1920. In 1926, G. N. Easton Can Company was located at 401 E. Taylor St. between the Filice & Perrelli Canning Company on 8th Street and the California Cooperative Canneries Plant #2, at 445 E. Taylor St., the corner of N. 10th St. In 1927, the site was acquired by the second national can manufacturer to located in San Jose, Continental Can Company. The Company was founded in 1904 by Edwin Norton the first president of American Can Company and incorporated in New York in 1913. It merged with the Los Angles Can Company in 1926, and then merged with the Continental Can Company of California as it moved to acquire independent can manufactures. By 1926, the company operated from a strong central corporate structure headquartered in Chicago. The factory on E. Taylor St., initially operated in the building constructed for the G. N. Easton Can Company until a new building was constructed in 1934, to manufacture 3 part tin cans (top, bottom and cylinder). The cans were transported to several canneries, however the proximity, adjacent to the Tri-Valley Packing Association, allowed cans to be transported by overhead conveyor as well as by pallets moved by vehicles. During the 1930's the company grew quickly as cans became the accepted container for most processed food as well as beer and carbonated beverages. In 1934, a new reinforced concrete two-story factory was constructed at Plant #17 in San Jose (replacing the Easton Can Company buildings). By 1942, Continental Can Company was the second largest national manufacturer, yet it was only half the size of American Can Company, the leader. Together they manufactured 75per-cent of all tin cans in the Nation. Both companies expanded their product line to include "tin cans", paper goods, corrugated cardboard boxes and crown bottle caps. Continental Can Company also grew by adding licensed affiliates manufacturing cans in Europe, a tactic that proved very beneficial and allowed Continental Can Company to pass American Can as the largest manufacturer for a brief period in the late 1950's. At the same time, California was beginning an industrial relocation movement as urban areas spread residential development into the orchards and areas occupied previously by industrial plants.

By the late 1950's the economy was diversifying and high-tech industries were displacing agriculture as new campus facilities were constructed where orchards or farms had been. The farms, orchards and canneries began to relocate toward the (still rural) center of the State. With the relocation of the canneries to the Central Valley, Plant #17, was in the wrong location to be efficient and was considered too expensive to retool for the new 2-part, or pop-top can. The plant continued to diminish production through the 1960's. In an Oakland Tribune article (5/21/1976:117) the San Jose plant is described as only operating seasonally.

To retain customers and discourage companies such as Campbell Soup from forming their own can factories, Continental Can created new efficient factories within major processing plants thereby reducing transportation time and cost to the food processing company. As profit margins dropped the company diversified acquiring businesses in other industries including the financial sector and oil and gas. In the 1980's, the company seeing it's future in energy rather than containers, engineered a sale of the diversified Continental Group to Nebraska building contractor Peter Kiewit, Inc. Ironically, within a year, the company was dismantled with energy, oil and gas, and financial sections sold, returning the core business in the 1990's, to making cans, boxes, paper-ware, and plastic containers.

When Continental Can Company Plant #17 closed in 1980, it was one of 15 plants that were listed as no longer efficient because they were no longer close to the canneries or beverage manufacturers. The property of the company extended to buildings on the north of Mission St. to Warren Way, from N 7th to the railroad. The buildings appear to have been used for warehousing until they were sold. In 1986, the property was sold to Stan Davis and Metropolis West. This partnership planned to redevelop the site. The main building was leased to Gordon Biersch Brewery in 1988, while the two story warehouse building in the rear was divided and remodeled along the modular sections of the original building and leased to small businesses.

2.1.3 Tri-Valley Growers Cannery (East side of N.9th Street)

California Co-Operative Canneries Association was formed in 1919 as an association of independent and small growers (farmers and ranchers) who wanted to derive a better profit from their fruit and vegetables by controlling more of the process from field or orchard to the consumer and thereby better able to negotiate prices. It was a time of large companies such as California Packers Association (CalPak) dictating the price to the growers who could suffer losses or little profit. Transportation and distribution were also controlled to benefit the large companies and thus became more expensive to the independent grower. The Christian Science Monitor of March 18, 1919, ran an article describing the new Association as having capitol of six million dollars and 26 canneries either leased or purchased, including one planned in San Jose. The article continued with statements by writer Aaron Shipero describing the industry as divided into three groups, California Packers Association (Calpak), Swift Company and Armour Company (interests from outside the state) and the new Co-Operative Canneries of California representing the independent and smaller growers. The Association headquartered in San Francisco planned a cannery in San Jose that would be developed on the property at N. 10th and Taylor Streets and be in operation by 1920. As the first cannery buildings were constructed so was the Haslett warehouse. The Haslett family from Alameda were experienced in warehouse management and often were part of a cooperative, or association cannery site. The fruit cannery plan included the cannery building, boiler house and separate buildings (sheds) for the box factory, cherry processing, pear shed. With the exception of the boiler house, all appear to have been wood frame with corrugated metal sheathing. The first manager for the San Jose Cannery was one of the founding executives, Vernon Campbell who lived in San Francisco and who became the General Manager of the Association in 1923. Walter J. Holmes Assistant Manager became the Superintendent of the San Jose facility in 1926, a position he held until 1933, and the melding of the California Co-Operative Canneries Association into the Tri-Valley Packing Association. The Association had a difficult time with internal operations and keeping the members profitable. In 1931, the Association members became part of the Tri-Valley Packing Association because it proposed a different manner of operations and payment to the members. In 1932, the San Jose cannery did not operate and was listed as vacant in the Polk City Directory. Newspaper articles during the year describe fruit over-production and not enough storage or distribution capacity for what was processed.

Tri-Valley Packing Association (TVPA) was founded by George Pfarr, a Central Valley peach farmer, in 1930 and incorporated in 1932. The intent of Pfarr was to control the process from orchard to consumer, thus achieving the best prices and return to the farmer. Unique to his plan was that all fruit would become one "fruit pool" with the profits at the end were divided among the members on a

predetermined ratio. The value to the growers was substantially better than as independents or even with the negotiating power of the California Co-Operative Canneries. Tri- Valley Packing Association (TVPA) moved quickly in 1931-32, to purchase canning facilities and begin business. Canneries were purchased in Visalia, Modesto and San Jose. The former California Co-Operative Cannery and warehouse became Tri-Valley Packing Association's Plant No.2. After incorporation George Pfarr became the manager of the San Jose Cannery. At the end of 1932 there were 89 grower members in the association.

When Tri-Valley Packing Association began operation in San Jose, all the cannery functions, including the warehouse and fruit processing (intake area), were located on the west side of N. 10th St. The "L" form of the wood frame cannery faced E. Taylor St. A lunch room and brick boiler house were to the west as were small maintenance sheds. North on the site was the concrete block warehouse operated by the Haslett Warehouse Company. Beyond the warehouse were 36 rectangular cottages, most worker housing with four toilet and shower buildings. Tri-Valley began immediately to alter the site for greater efficiency and eventually to add more storage space. During the mid-late1930's fruit processing had became substantially more mechanized with conveyor systems to handle fruit from the time it left the sorting or cutting tables until filled cans were labeled and stacked for storage or delivery. This desire to modernize the plant, created a rush of work at the end of each fruit-canning season.

In 1934, the Continental Can Company occupying the property to the west, replaced the old one-story wood frame warehouse building with a 34 foot tall, two story factory constructed of reinforced concrete and brick. The can warehouse was also enlarged to almost double the size along the railroad. The new building removed assorted sheds of the Tri-Valley Packing Association Cannery, but left the boiler house. The Sanborn Map of 1915, updated to 1935 shows the cannery with new buildings, a box factory and fruit receiving shed. The Haslett warehouse has also been enlarged along the N, 10th St. side of the property. The convenience of the can factory location allowed TVPA to use overhead conveyor belt systems to move cans between the manufacturer and the cannery.

Like many companies, TVPA reduced production and the members saw greatly reduced profits during the depression years. The growers were all to ready to increase production as the demand for canned fruit, vegetables and meat increased during WWII, for the domestic market and the military. Prices set by the government were stable and somewhat generous, although there was a shortage of manpower and new equipment that encouraged efficiency and innovation in all aspects of the processes. TVPA began to plan how the canneries would be modernized for efficiency and to compensate for the fewer employees during the war years. The labor issue was not only a shortage of men, but that labor rates dramatically increased effecting profits. Innovation within the cannery workers resulted in devices invented by TVPA to reduce labor, including a peach pitter and pear ripening system that are still in use.

The local canneries had produced record amounts of canned food for government contracts during WWII while at the same time they experienced shortages of materials or machinery to fully modernize until the war ended and companies such as FMC which had supported the war effort, returned to the production of modern food machinery equipment which they leased to the canneries. The mechanization required space for an efficient flow from where the fruit entered the system until the

sealed cans were stacked for shipment. TVPA made alterations to the cannery by adding a pear shed and a temporary cherry processing building to the east side of N. 10th St. side. The Haslett warehouse was extended to the north with the box factory taking the length of the former building a new section added for barrel racks (olives). However, it was a change in the markets that appears to have brought about a rebuilding of most cannery buildings.

Post WWII saw the emergence of regional and national super markets chains that had purchasing departments wanting to deal with companies that offered diversified product lines and those that would transport to the chains distribution centers. TVPA met the challenge by acquiring companies and entering food markets previously left to specialty producers. Crops that traditionally were not important for the canners, suddenly became important. Tomatoes, and the various products produced from the tomato were added, as were potatoes, and other vegetables and fruits.

By 1945, the Tri-Valley Packers Association's production line had increased occupying space that had formerly been devoted to the can warehouse. To accommodate this growth, TVPA purchased the land across N 10th Street for expansion activities that would include the truck and crate scale, scale house, can storage, truck parking and a new cherry processing shed. An elevated conveyor structure was built to extend into the service yard and into the new concrete warehouse on the east side of N. 10th Street and to connect with the cannery on the west.

In 1955, the City of San Jose issued permit # 20622 to Tri-Valley Packing Association for Carl N. Swenson Company to construct improvements worth $32,000, replacing the old fruit processing sheds with a new building and extensively remodeling the cannery on the west side of N. 10th Street. The improvements transformed the buildings, removing the assorted smaller buildings, sheds and structures and consolidating the cannery into one large building that would hold the expanded canning line equipment.

The next series of changes to the cannery buildings cane early in 1961 when permit# 035332-000 BD was obtained. This permit appears to have added the metal frame canopy structure between the warehouses and may have also changed parts of the cannery building (the actual permit documents were not available).
When the cannery modernization was completed, the majority of can storage was moved to the east side of the street. A new warehouse on the south half of the block between N. 10th and N. 11th Streets was completed in.1959, specifically to be used for can storage – rotating between the empty cans prior to the canning season and filled cans after the season. At the time the warehouse was completed the conveyor system was rebuilt and routed from the new warehouse to carry the empty cans to the cannery on the west side of N. 10th St. At the end of the cannery line, the filled cans were stacked on pallets and moved by forklifts to the Haslett warehouse or to the yard for distribution. Remnants of the conveyor structure exist across N. 10th Street, but do not connect to the buildings on the west side.

As the decade of the 1960's began, the TVPA was still fighting for market share and contracts with the super market chains, while at the same time trying to reduce costs. To increase their size and product lines, the TVPA began talks with the smaller Turlock Co-Operative Growers. In 1963, the Turlock Co-Operative Growers

(TCG) merged with the TVPA to become the Tri-Valley Growers (TVG) with $45 million in annual sales. In 1964 TVG formed a joint venture with another cooperative California Canners and Growers (Cal Can) to create a wholly owned can manufacturing company CT Supply. The next year TVG acquired Oberti Olive Company. Three years after the first merger, in 1966, TVG decided to move its primary canning facilities from San Jose to Modesto and began construction on a "super cannery" costing $15 million. The decision was based upon the fact that many ranchers and farmers were relocated to the central valleys and the suburban development in San Jose was not compatible with the needs of canneries competing for waste treatment and water.

By 1968, TVG controlled the process from field and orchard to the wholesale or retail markets, and had become a national leader in supplying canned peaches, pears, apricots and tomatoes to the Country. After acquiring additional fruit lines from Dole Foods in 1969, the TVG was also the California leader for fruit cocktail, a product Dole acquired by purchasing Barron Gray Packing Company, where it was invented. Tri-Valley Growers became one of the nation's largest associations co-operative in the food industry, with well known brands like S & W Fine Foods, Oberti (olives), Libby's, RediPack, Sun Vista, Monarch, Sacramento Tomato Juice and its own Tri-Valley label as well as private labels for grocery chains.

In June of 1969, TVG announced it would close the two plants in San Jose; N. Tenth at Taylor, and S. Fifth and Virginia (formerly Dole Company), by 1970, and transfer the equipment to the new plant in Modesto. All employees were to be offered jobs in the new cannery operation. At that time the association of more than 500 grower members, with headquarters in San Ramon, was marketing 15 different fruit and vegetable crops grown in 25 northern California counties (San Jose News; May 18; 1969).

For a short while, the closed cannery facility buildings were used for warehousing, and then began to change use. In 1976, San Jose Building Permit # 096322-000 was issued for work at the cannery. The permit documents were not available and the extent of the work is unknown at this time.

Commercial real estate broker and investor, Stan Davis and Manhattan based developer James Fusco formed Metropolis West and began purchasing the obsolete industrial buildings in the mid 1980's. While operating the buildings as multi-tenant spaces, an ambitious multi-million dollar plan for transforming six blocks was promoted. The San Jose Mercury News article November 17, 1988 page 1F described the San Jose City Attorney's office as citing "the developer for making million-dollar renovations without permits and for zoning, building and fire code violations". The changes to the former Tri-Valley Growers buildings and the Continental Can Company were described as " Adding windows, staircases, roofs, brightly colored architectural details and new tenants". The Cannery Park Plan, submitted to San Jose Planning Department in July 1988, showed a courtyard of canopied boutiques and restaurants, cast iron lampposts and an eclectic mix of tenants, including auto part stores and mechanics, factory outlet retailers in the mall setting ,a classic car museum and artist studios. For several years Mr. Davis and the City were at odds over the development. During this time the City of San Jose conducted studies leading to the City Council adopting the Jackson-Taylor Neighborhood Revitalization Study, including the 1987, Jackson-Taylor Residential

Strategy Plan (City of San Jose 1992). Approving this document, the City Council made the decision to establish the area for mid-to-high density residential use with parks and other amenities for the new residents.

In 1995 the property was acquired by the current owners CP-2 Associates L.P. and CP Associates from Emeryville California. Recently a plan for a residential community to share the property with Gordon Biersch Brewery was submitted to the San Jose Planning Department.

During the more than 35 years since TVG and Continental Can Company sold the property, the City of San Jose has issued numerous permits for the extensive remodeling and reuse of the buildings for multi-tenants engaged in light industrial, office and commercial uses, or in the case of the Continental Can Company factory building the Gordon Biersch Brewery.

SECTION 3. Description of the Historical Resources

3.1 General Area and site:

The area is a mix of uses with new high-density residential development replacing the former industrial sites, many of which had been associated with food processing. To the immediate west is the Union Pacific rail right of way, to the east is N. 10th Street and warehouses, surface lot storage and metal clad buildings; to the south across E. Taylor St is multi-family development; and to the north warehouses and surface storage across the abandoned Mission Street. The Gordon Biersch Brewery on the southwest corner of the property is not part of the proposed project. Spanning N. Tenth Street, 16 feet above the pavement, is a section of a frame and covered housing for a conveyor system that, at one time, connected the empty can warehouse with cannery on the other side of the street.

The subject property is divided n/s along the abandoned N. 9th Street, on the west are the buildings of the former Continental Can Company and on the east those of the Tri-Valley Growers. The abandoned street is primarily parking.

Comprised of buildings and parking areas, the only building that exhibits a historically identifiable form of construction is the former Continental Can Factory and warehouse on the west side of the proposed development. The remainder of the buildings and spaces are in light industrial uses or commercial/warehouse use and do not exhibit the details and spatial connections of the previous cannery use.

Building 1 Continental Can Co. Factory

Building 2 Continental Can Co. Warehouse

Building 3 California Co-operative Canners Assoc. Building - Reconstructed for Tri-Valley Growers

Building 4 Tri-Valley Packing Assoc. Processing Building

Buildings 5 & 6 Haslett & Tri-Valley Growers Warehouses

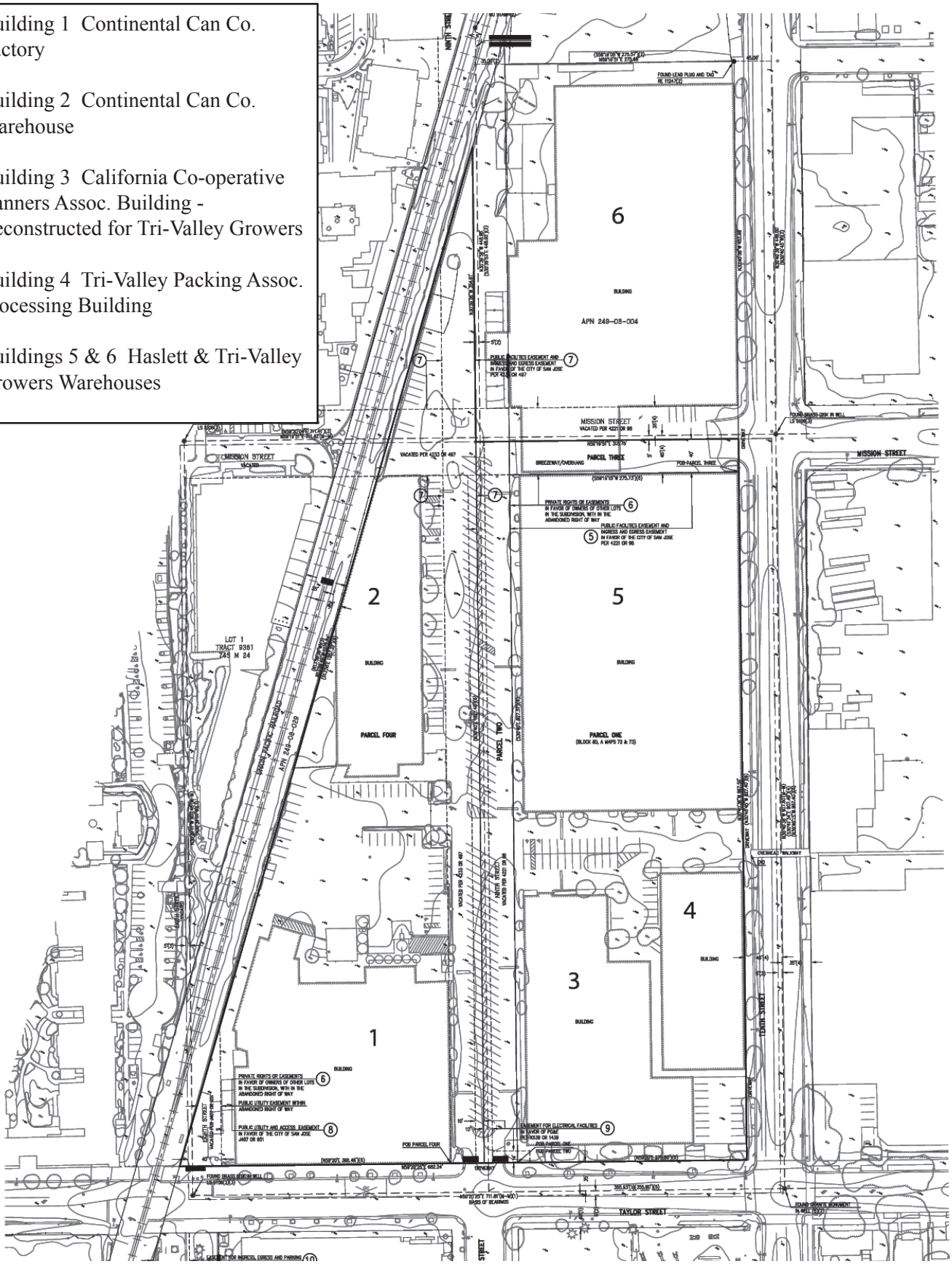

Figure 6. Diagram of Building Locations

3.2. Continental Can Company Buildings:

3.2.1 Main Can Factory (Gordon Biersch Brewery)

The main can factory (bldg A & B) is a basically a square form facing onto E. Taylor St. The NW corner is cut back where the railroad spur came to the side of the factory and numerous additions have been made to the rear. Designed by the Continental Can Company's, General Manufacturing Department in Chicago, the building is two stories approximately 180 feet along E. Taylor St and 220 deep. Constructed in reinforced concrete the building's facades are series of bays, defined by reinforced concrete columns (piers) with spandrels of common brick filling the lower portion of each floor and windows with heavy metal frames (contemporary) on the top. The windows at the lower floors have divided panes while the upper ones are full height. The main entrance is framed with a simple concrete pilaster set within a center bay. The building exceeds 34 feet in height with a penthouse that is set back and not visible from the street. The rear of the building connects to several tall stainless steel storage tanks and other equipment used in the making and storing of beer. The building has been remodeled to provide large window openings and entrances as well as extensive equipment, tanks and piping used in the Gordon Biersch Brewery, the current use. The corporation's facilities department located in Chicago designed the buildings developed for the Continental Can Company.

The former Continental Can Factory will become a separate parcel of 2.67 acres and is otherwise not part of the proposed project to redevelop the site.

Photograph # 1 Former Continental Can Company Factory- Gordon Biersch Brewery. East façade; July 2008

3.2.2 North Can Factory and can warehouse (Bldg H & N)

The warehouse building is a two story brick building that was originally a rectangle and was extended in a form that follows the angle of the railroad to the west. It

appears to have been designed in the corporate headquarters of Continental Can Company in Chicago. It was constructed with regular openings on the ground level that are windows filled with industrial square panes of glass and roll up door covered entrances. The second level windows are metal frame industrial glazed in four over four, regularly spaced on the east and west facades. The brick is laid in the English style with five stretcher rows between header rows, a common style. A band of reinforcing divides the two levels, extending on all facades of the building. A fault crack can be observed on the second level of the south east corner and deterioration in the corner tower. The interior structure is wood posts, floors and roof with a concrete floor. Remodeling for adaptive use began in 1969 when Continental can company remodeled former bulk storage space for offices and training facilities. Subsequent alterations in the 1980's adapted the space for small business use, altering some of the openings where the large loading door was replaced with infill and a pedestrian door. Some of the window areas have also been replaced with infill designs. The predominate design is of the original openings on the east façade that exhibit the rhythm and form of the original design, however windows have been altered. The west façade, along the railroad is similar to the east with loading dock openings covered with rolling doors and banks of multi-pane windows. This side appears to be relatively intact exhibiting original materials and design. The cornice is a narrow overhanging gutter system, the roof a contemporary "cool roof" material.

With the exception of fault and/or settling cracks, the building appears in very good condition.

Photograph # 2 Continental Can Company north warehouse after the addition on the north c. 1934

3.3 Tri-Valley Growers Cannery facility: East of the former N. 9th Street and west of N. 10th Street.

3.3.1 Former Cannery (bldg B)

The building is wood frame, two stories tall with stucco sheathing in a "L" shape that originally fronted on E. Taylor with a single-story office at the corner (no longer extant). Portions of the two-story building (west section) may remain from the 1920, development period; however the building has been enlarged and redesigned on the exterior and interior concealing any original materials. The building was constructed with three distinct sections; the two-story section on the west that was used for syrup on the second level, and a one story (18') cannery area with a slightly lower (12') one-story office to the east. The sections were constructed on a concrete floor with wood posts supporting the low saw-tooth roof system running north to south, and corrugated iron sheathing on the exterior. The building is shown to be much the same in 1930, 1935, and 1950 as documented by the Sanborn Insurance Co. maps, page 3. In 1955, Permit # 20622 was issued for Carl N. Swenson Company to construct improvements worth $32,000, replacing the old fruit processing sheds with a new building and extensively remodeling the cannery on the west side of N. 10th Street. The improvements transformed the buildings, removing the assorted smaller buildings, sheds and structures and consolidating the cannery into one large building that would hold the expanded canning line equipment.

Another permit was issued in 1961, # 035322-000-BD and has not been found. The building is shown to be the same construction on the Sanborn Insurance Co. Map 1915 updated to 1967, with an automatic fire alarm and interior walls adjusted and the addition on the north façade of a small shed for "fruit salad". San Jose Building permit # 096322-000 was issued in 1976 that appears to add stucco to the exterior walls as well as other interior remodeling (complete permit was not available 7/15/08). Permits were issued in the mid 1980's and continue to be issued for remodeling and tenant improvements.

The south façade (E. Taylor St.) has a curvilinear parapet in an adaptation of Mission Revival style that covers the first two sections, the office has a straight cornice. The south and west facades are divided by the floor levels with the lower level primarily window and door openings that are slightly recessed with contemporary metal storefront systems. A contemporary structure of concrete columns and a metal rod structure shaped in a pediment/roof shape denote the main entrance. The north façade has a peaked gable parapet wall and contemporary design elements. A section of the building that was an office on the corner of N. 10th Street and E. Taylor Street was demolished c.1990, leaving an open corner of landscaping. The remodeled building does not retain integrity.

Photograph # 3 Former Tri-Valley Growers Cannery Building. Multi-tenant complex: July 2008

3.3.2. Building C: Former fruit processing building.

In 1955, permit # 20622 was issued to Carl N. Swenson Company to build a new building and appears to have included improving systems in other buildings (permit documents were not found). The rectangular building was set approximately 12 feet from the cannery filling the space between the cannery (bldg B) and N. 10th Street. The design appears to have been a utilitarian flat wall design that was a single-story, (12') used for fruit preparation with a section on the north used as a machine shop. The roof was a saw-tooth structure (east to west) with six risers lined with metal frame industrial windows. It is not clear what siding material was used. It does not appear from the Sanborn map (1915 updated to 1967:3) that there were windows on the sides. The building is currently two-stories with a band of metal frame windows along the second story and large openings filled with store front type window systems along the lower level. The building does not exhibit 1955 utilitarian fruit processing building design, rather it is a contemporary adaptation exhibiting contemporary materials. The building appears in good condition, but does not retain integrity.

Photograph # 4 Former Tri-Valley fruit receiving and processing building c. 1955-56. Multi-tenant business complex: July 2008

3.3.3 Former Haslett Company and Tri-Valley Growers Warehouses (buildings I, J, W & X):

Early in the development of the site, a single story, reinforced concrete warehouse with a concrete slab floor/foundation was constructed to the north of the cannery for box making and storage. It appears the building was enlarged between 1930 and 1935 with additions to the east façade. The 1915 updated to 1950, Sanborn Insurance Co. Map shows the building has been enlarged to the north with the east side additions used for box making. In 1951 permit #012777 BD was issued for construction to the warehouse. the 1915 updated to 1967 Sanborn Insurance Map shows the warehouse filling the land from the interior rail spur to the edge of N. 10th St. and extending with a new building beyond an iron covered receiving alley to the north. Wired glass skylights are evenly spaced in the wood truss roofs of these buildings. Added to the north of the later warehouse was a cold storage warehouse constructed with steel columns and a wood truss roof system. The walls were insulated with fiberglass. The design of the building appears to be an industrial flat wall without distinctive details. The buildings have been remodeled for small businesses with doorways and window openings outfitted with contemporary systems that allow storage and office spaces. The buildings appear in good condition. Part of the expanded warehouse and cold storage units are outside the proposed project. All buildings have been remodeled and have lost integrity.

Photograph # 5 Former Haslett Warehouse. Multi-tenant business complex: July 2008

SECTION 4. Evaluation, of Significance (Italics denote the criteria):

The properties were evaluated using the criteria of the City of San Jose Historic Preservation Ordinance; the California Register of Historic Resources (CRHR) and the National Register of Historic Places (NRHP). When evaluated by these criteria the former warehouse of the Continental Can Company was determined eligible for listing in the CRHR and as a San Jose Structure of Merit.

The buildings and structures of the former Tri-Valley Growers were determined not eligible for listing in the National Register of Historic Places or the California Register of Historic Resources due to the loss of integrity. The buildings and

structures were determined to rate within the category of "Structure of Merit" under the San Jose criteria which does not place the same importance on integrity.

The Haslett Warehouses were ancillary storage to the fruit processing plant and do not meet the level of significance to be listed in the National Register of Historic Places, The California Register of Historic Resources and are not significant to the history of San Jose rating below the 32 point threshold.

4.1 San Jose Historic Landmark Criteria

To evaluate potential historic resources it is necessary to identify the context in which the resource could be important to the history of San Jose. The buildings and structures were evaluated and compared under the context of the historic theme – Inter-war Period 1918-1945, with the category of Agriculture – food processing. This theme is appropriate because it is covers the period when the food processing industry was at its height of importance in San Jose and the time the subject property was developed and operated. However, the era of the canneries extends into the Industrialization and Suburbanization theme 1945-1991. During this later era canneries continued to modernize and adjust to the changes in the market by consolidating after WWII. This provides a rational to extend the evaluation period under the San Jose Historic Preservation Criteria beyond 1945, and consider those elements constructed prior to 1955 when the cannery was extensively remodeled, to be within the period of significance. Beyond 1955 the rise of other industries diminishes the importance of the agricultural uses even though canneries continue to operate in a declining status for another 15 years, they created a civic problem due to the odors, waste services and water they consume.

The San Jose Historic Preservation Ordinance #17927, as amended, contains the criteria that were used to evaluate the property and buildings.
Historical Nature. The term "historical, architectural, cultural, aesthetic, or engineering interest or value of an historical nature" shall mean a quality that derives from, is based upon, or related to any of the following factors:

1. *Identification or association with persons, eras or events that have contributed to local, regional, state or national history, heritage or culture in a distinctive, significant or important way;*

2. *Identification as, or association with, a distinctive, significant or important work or vestige;*
   a. *Of an architectural style, design or method of construction;*
   b. *Of a master architect, builder, artist or craftsman;*
   c. *Of high artistic merit*
   d. *The totality of which comprises a distinctive, significant or important work of vestige whose component parts may lack the same attributes;*
   e. *That has yielded or is substantially likely to yield information of value about history, architecture, engineering, culture or aesthetics, or that provides for existing and future generations an example of the physical surroundings in which past generations lived or worked; or*
   f. *That the construction materials or engineering methods used in the proposed landmark are unusual or significant or uniquely effective.*

3. *The factor of age alone does not necessarily confer a special historical, architectural cultural aesthetic or engineering significance, value or interest upon a structure or site, but it may have such effect if a more distinctive, significant or important example thereof no longer exists.*

San Jose Historic Landmarks Commission's Evaluation for Significance establishes the following levels of significance:

67-134 Candidate City Landmark
33-66 Structure of Merit
33-66 Contributing structure to a historic district
32-0 Non-significant

4.1.2 Potential for a local historic district:

Because the group of buildings were associated with the same industry- food processing- the potential for a historic district was considered. The main cannery was constructed for the California Co-Operative Canners Association c. 1920, on the block bounded by N. 9th, N 10th, E. Taylor and E. Mission Streets. The buildings that appear on the Sanborn Insurance Company maps were enlarged and modernized through the 1960's and then remodeled after 1980 for small business uses that eliminated the identifiable architecture of the cannery facility. The cannery closed in November 1970, with the equipment shipped to the new plant in Modesto. Vacant or used for storage for a few years, the property was sold and the buildings were extensively remodeled to accommodate multiple light industrial tenants. In the late 1970's through the 1990's new facades were added and it is unknown how much of the original building remains beneath the facades. A Mission Revival parapet facing to Taylor Street appears to relate to an original form as do saw-tooth roof lines, but much of the rest of the building is altered. Because the integrity of a building is judged by "its ability to convey the reason for its significance", in the case of the cannery buildings, the remodeling and alterations have eroded the integrity of the "cannery". The buildings no longer convey the past use.

4.1.3 California Register of Historic Resources - Criteria

The criteria for listing historical resources in the California Register specifies that an historical resource should be 50 years old, retain integrity to convey the reason for its significance, and must be significant at the local, state or national level under one or more of the following four criteria;

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
4. It has yielded, or is likely to yield, information important to the prehistory or history of the local area, California, or the nations.

4.1.4 National Register of Historic Places – Criteria

The National Register of Historic Places has established standards for evaluating the significance of resources that are important in the heritage of the nation. Historic resources may be considered important at the local level, state level or national level. To apply the standards the resource must be considered within significant historical contexts. The standards, age and integrity statements follow;

1. *A property must be fifty years old*
2. *The resource must retain architectural and historical integrity.*
3. *The resources must meet at least one of the following criteria*
   a. *are associated with events that have made a significant contribution to the broad patterns of our history;*
   b. *are associated with the lives of persons significant in our past;*
   c. *embody the distinctive characteristics of a type, period, or method that possess high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction; or*
   d. *have yielded, or may be likely to yield, information important in prehistory or history.*

Integrity is the ability of a property to convey its significance and is determined by the presence of most if not all of the following seven elements (National Register Bulletin- the California Register of Historic Resources) . :

Location, -the place where the historic building was constructed or where the historic event occurred.
Design: the combination of materials that create a building or space.
Setting: the physical environment of the historic property,
Workmanship: The skill of those who created the building and site
Materials: Physical elements that create the historic building
Feeling: the ability of the property to express the historic sense of the period of significance.
Association: the direct link between a properry and the important events of persons that shaped it.

4.2. Evaluation of the Continental Can Company- factory and warehouse (bldg H & N)

4.2 1 San Jose Historic Landmark Evaluation:

1. *Identification or association with persons, eras or events that have contributed to local, regional, state or national history, heritage or culture in a distinctive, significant or important way;*

   The brick buildings of the former Continental Can Company reflect an important era in San Jose and Santa Clara Valley, during the Inter-War Era, 1918-1945, when the food processing industry was the largest industry in the County and supplied canned fruit to the world markets. The food processing industry contributed to the local economy in a significant and important way. Although the use as warehouse and can factory was a supportive element to the primary food processing (cannery) industry, the style and substantial

construction of the brick buildings communicate the importance of this sector to the industry.

2. *Identification as, or association with, a distinctive, significant or important work or vestige;*

The former Continental Can Company buildings are identified as examples of distinctive corporate brick industrial architecture.

a Of an architectural style, design or method of construction;

The brick factory/warehouses exhibits an industrial style and method of construction that is distinctive of the 1919-1925 corporate architecture considered to provide a quality identity and to be fire resistant.

b. Of a master architect, builder, artist or craftsman;

The buildings appear to have been designed by a corporate architect and have not been identified with a master architect or builder. Although good construction and an example of bricklayers craft it does not appear to be the work of a master designer or craftsman.

c. Of high artistic merit,

The buildings are not of high artistic merit. They are utilitarian in form and design. Remodeling has altered some of the original design.

d. The totality of which comprises a distinctive, significant or important work of vestige whose component parts may lack the same attributes;

The warehouse building is identified as corporate factory architecture and together with the brewery building retain greater importance because of their ability to communicating industrial architectural history from the early Inter-War Period.

e. That has yielded or is substantially likely to yield information of value about history, architecture, engineering, culture or aesthetics, or that provides for existing and future generations an example of the physical surroundings in which past generations lived or worked;

The site of the former Continental Can Company is unlikely to yield information beyond the extant buildings.

f. That the construction materials or engineering methods used in the proposed landmark are unusual or significant or uniquely effective.

The 1920's brick construction represents a method that is less common in San Jose and is considered uniquely effective for fire protection and distinctive for the period it was constructed for the factory and warehouse of an important national corporation.

3. *The factor of age alone does not necessarily confer a special historical, architectural cultural aesthetic or engineering significance, value or interest*

upon a structure or site, but it may have such effect if a more distinctive, significant or important example thereof no longer exists.

The building was constructed beginning in 1920 and continues to exhibit the original design, materials and methods of construction. There are a limited number of brick industrial buildings in San Jose, and this building represents one of the best examples of a two-story brick factory/warehouse.

4.2.2. California Register- Eligibility Statement

Criteria 1 it is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States:

The former Continental Can Company property was considered under the historical context of the Inter-war period 1918-1945 within the theme of Manufacturing and Industry (can manufacturing) ancillary to the primary economic industry of food (fruit) processing (preserving). During this period, food processing dominated the economy of San Jose, also effecting social and civic activities. After the "can" became the accepted container for preserving fruit c.1900, the manufacture of cans became an important ancillary industry necessary to support the canneries in San Jose. Continental Can Company located its can factory on the edge of San Jose constructing brick and concrete buildings in close proximity to the canneries that were often constructed of wood posts with corrugated sheet metal sides. The second largest can manufacturing company in the nation, Continental Can Company initially produced three part cans (top, bottom and cylinder) in the San Jose factory supplying many of the canneries in the county. The buildings, structures and yard that were developed for can manufacturing have been adapted for new uses. The warehouse bodylines retain integrity of the historic architecture. The warehouses (adapted to small tenants) exhibit visual identity as they were during the former use, and therefore the Continental Can Company buildings meet criteria 1 of the California Register of Cultural Resources.

Criteria 2. It is associated with the lives of persons important to local, California, or national history;

The Continental Can company buildings do not appear to be directly associated with the lives of persons individually important to San Jose, the state or the nation.

Criteria 3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values;

The brick industrial building constructed for the Continental Can Company embodies the distinctive characteristics of corporate architecture in the design and materials of the brick industrial buildings developed in the 1920's. The warehouse

buildings developed for the Continental Can Company appear to meet criteria 3 of the CRHR.

Criteria 4. It has yielded, or is likely to yield, information important to the prehistory or history of the local area, California, or the nation.

The buildings and structures fully developed the site from the 1920's forward. It is unlikely that the site would yield information important in understanding prehistory or history before they were developed.

4.2.3 National Register of Historic Places –Evaluation

a. *are associated with events that have made a significant contribution to the broad patterns of our history;*

The warehouse, although an ancillary building, for some periods it included factory uses and is associated with food processing, an industry that made a significant contribution to the broad patterns of history in San Jose during the Inter-War Era.

b. are associated with the lives of persons significant in our past;

It does not appear any individual associated with the property was significant in out past.

c. *embody the distinctive characteristics of a type, period, or method that possess high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction;*

The Continental Can Company warehouse is one of the few brick industrial buildings in San Jose that exhibits the distinctive characteristics of national corporate industrial architecture from the 1920's-30's. However it does not posses high artistic values. When considered with the former Continental Can Company Factory (Gordon Birsch Brewery) originally on the same parcel the two buildings appear to represent a significant and distinguishable entity whose components may lack individual distinction.

d. *have yielded, or may be likely to yield, information important in prehistory or history.*

Due to the extensive construction on the site it is unlikely to yield information important in prehistory or history.

The Continental Can Company warehouse building retains integrity and is over 50 years old. Although remodeled in some areas, it continue to portray the historic architecture of the corporate design for a national company warehouse. The Continental Can Company warehouse does not appear eligible for individual listing but does appear eligible for listing in the National Register of Historic Places under Criteria C. when considered together with the 1934 Continental Can Company Factory building.

4.3 California Co-Operative Canneries Association Cannery- TVG Evaluation (bldg C & D)

4.3.1. *San Jose Historic Landmark Evaluation:*

1. *Identification or association with persons, eras or events that have contributed to local, regional, state or national history, heritage or culture in a distinctive, significant or important way;*

   The buildings remaining are from the Tri-Valley Growers era, are not from the California Co-Operative Canneries Association, and they have been altered to the extent that they do not have the integrity to be associated with the food processing era in San Jose. No person or single event of importance has been identified in association with the buildings.

2. Identification as, or association with, a distinctive, significant or important work or vestige;

   a. Of an architectural style, design or method of construction;

   The buildings have been remodeled and altered to provide a distribution of space for separate small businesses and have lost the integrity of a cannery.

   b. *Of a master architect, builder, artist or craftsman*;

   The buildings were designed as needed often without an architect. The vernacular architecture is not the work of a master architect, builder or craftsman. Cannery buildings were on a very tight schedule to have all operations ready for the canning season. Efficiency in design and construction were critical to the operations. The building constructed by Carl N. Swenson & Company is not distinctive or significant building among those the company constructed.

   c. *Of high artistic merit*

   The buildings are utilitarian and prior to the remodeling did not exhibit high artistic merit.

   d. The totality of which comprises a distinctive, significant or important work of vestige whose component parts may lack the same attributes;

   The buildings no longer represent a working cannery. Individually or collectively the site is a light-industrial site and is not distinctive of its previous use.

   e. That has yielded or is substantially likely to yield information of value about history, architecture, engineering, culture or aesthetics, or that provides for existing and future generations an example of the physical surroundings in which past generations lived or worked;

   The buildings are primarily constructed of currently used materials and methods in current use. Given the extent of alterations and remodeling, It is

unlikely the buildings will yield information of value about history, architecture, engineering, culture or aesthetics.

f. That the construction materials or engineering methods used in the proposed landmark are unusual or significant or uniquely effective.

The materials and engineering are common and not significant or uniquely effective in creating multipurpose light industrial space.

3. The factor of age alone does not necessarily confer a special historical, architectural cultural aesthetic or engineering significance, value or interest upon a structure or site, but it may have such effect if a more distinctive, significant or important example thereof no longer exists.

The industrial buildings are over 50 years, old enough to be considered for landmark status, but have lost integrity. Other examples of industrial buildings and food-processing buildings exist in San Jose; most that have been adapted for other uses.

4.3.2 California Register or Historic Resources- Evaluation

The buildings that were the Tri-Valley Growers, cannery and warehouses are considered as one site. The primary buildings, the cannery and fruit preparation building (c. 1955-56) were extensively remodeled in the 1970's- 90's resulting in the loss of integrity because they no longer convey the previous use and for which they are considered potentially significant. Buildings that have lost integrity are not eligible for listing in the CRHR.

Criteria 1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States:

The former Tri-Valley Growers property was considered under the historical context of the Inter-war period 1918-1945 within the theme of agriculture (fruit-processing). During this period, food processing dominated the economy of San Jose, also effecting social and civic activities. Canneries, that were established in the earlier context period of Horticulture 1870-1917, were greatly expanded or developed in new locations, generally on the perimeter of the City. The new canneries and their related industries are evidence of the significant contribution of this industry to the economy of the city and county. The significant physical element in this category is the cannery. The subject buildings, structures and yard developed for cannery use, have been redeveloped for small business tenants eliminating most historic architecture and materials. Although the association to the property exists, the buildings do not retain integrity of the association or architecture. The main cannery buildings and the warehouses do not exhibit visual identity with the former use, and therefore do not meet the California Register of Cultural Resources criteria. The property is not eligible under Criteria 1 due to a loss of integrity.

Criteria 2. It is associated with the lives of persons important to local, California, or national history;

The Tri-Valley Growers property was associated with the business of fruit canning, It does not appear the property was directly associated with individual persons important to local, state or national history. The property is not eligible under Criteria 2 because no individuals associated with the property were important in the history of San Jose, California or the Nation.

Criteria 3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values;

The industrial site, formerly the Tri-Valley Growers cannery, has been remodeled and does not embody the distinctive characteristics of the former cannery plant that included circulation, storage, power and conveyors. The redeveloped buildings do not embody distinctive characteristics of a type, period, region or method of construction, or represent the work of a master, nor do they possess high artistic values.

Criteria 4. It has yielded, or is likely to yield, information important to the prehistory or history of the local area, California, or the nations.

The former Tri-Valley Growers site has been extensively developed with buildings and redeveloped, including drainage and foundations. For this reason, it is unlikey to yield information important to the prehistory or history of the local area, state or nation.

Consideration was given to the potential for a local Historic District that would include additional resources, the overhead conveyor housing on N 10th Street and the warehouses on the east side of N. 10th Street. The conclusion is that the main cannery and related buildings on both sides of N. 10th Street have been substantially remodeled resulting in the loss of integrity or are not over 50 years old.

4.3.3 National Register of Historic Places – Evaluation

As was described above, the integrity of the Tri-Valley Growers cannery site and buildings that are over 50 years old has been lost due to extensive remodeling. Integrity is a threshold for listing in the /National Register of Historic Places. The resource must retain enough of its historic character or appearance to be recognizable as a historic property, and to convey the reason for its significance. The buildings do not appear eligible for listing in the National Register of Historic Places due to the loss of integrity.

Building Matrix	ENR	CRHR	HRI
Continental Can Warehouse	Yes-3D	Yes-3CS	5S1-Landmark
Tri-Valley Growers Cannery	No-6Z	No-6Z	5S3-Structure of Merit
Tri-Valley Growers Addition c.1955	No-6Z	No-6Z	5S3-Structure of Merit
Tri-Valley Growers (Haslett)Warehouse	No-6Z	No-6Z	5S3-Structure of Merit

Figure 6: Historic Resource Matrix

SECTION 5. Impacts of the Proposed Project

The California Environmental Quality Act (CEQA) defines historic resources as those that are eligible for listing in the California Register or the National Register of Historic Places. The City of San Jose considers a resource listed as a Candidate City Landmark to be defined as eligible for the California Register.

5.1 Continental Can Company Warehouse: The warehouse of the former Continental Can Company appears eligible for listing in the California Register of Historic Resources under Criteria 3 and the National Register of Historic Places under Criteria C.

Removal of the Continental Can Company warehouse building could be a substantial adverse change and a significant impact under CEQA. The loss of eligible historic resources must be mitigated. However, the courts have determined that documenting the property can not mitigate the loss of an eligible building to a "less than significant" .

5.2 Tri-Valley Growers Buildings: The buildings of the former Tri-Valley Growers do not appear eligible for listing in the CRHR due to the loss of integrity.

Alteration or removal of non-significant buildings does not create a "substantial adverse change" therefore the alteration or removal is not considered an impact. No mitigation is required under CEQA

5.4 The San Jose General Plan and Policies: San Jose defines "Structures of Merit" as "a special historical resource. Preservation of these structures should be a high priority (San Jose Historic Resources Inventory, San Jose General Plan).
The San Jose General Plan states that: "Because historically or archeologically significant sites, structures and districts are irreplaceable resources, their preservation should be a key consideration in the development review process" (City of San Jose 1994).

The proposed project is to develop a medium density residential complex on the property. The potential loss of buildings that are categorized "Structures of Merit" will deprive the public and future generations of an opportunity to experience the resources. The City may require certain conditions that would lessen that loss.

SECTION 6. Recommendations

6.1 Buildings Eligible for the California Register of Historic Resources and National Register of Historic Resources

1. Consider an adoptive reuse of the buildings following the Secretary of the Interior's Standards for Rehabilitating Historic Buildings.

2. Document the building prior to any construction and during the construction to collect a record of the materials and methods that may be uncovered or found to have been altered.

6.2 San Jose Historic Resources Inventory - Structures of Merit:

1. If alternate uses are not feasible and redevelopment is approved the site should have a photographic survey to the standards of the archivist at History San Jose. The survey should occur prior to any demolition, and after the tenants have left the site when the interior of the buildings is accessible and considered safe. The photographic file should be submitted to the San Jose Planning Department with a copy provided to History San Jose Archives and to the California Room of the Dr. Martin Luther King Jr. San Jose Library.

2. The Curator of History San Jose should be allowed to inspect the site for elements of any building or structure that is appropriate for the collection of History San Jose. Such elements should be made available.

3. Preserve the association with the historical uses through names of streets, open areas or with a display depicting the canning industry and Tri-Valley Growers Association.

SECTION 7 Appendix

7.1 Sources Consulted

Repositories Consulted

Martin Luther King Jr. Memorial Library, San Jose Main Library, California Room.

Santa Clara County Recorder's Office, Official Records and Deeds
History San Jose - Archives

Unpublished:

City of San Jose Historic Resources Inventory Survey Phase II; Archives and Architecture, November 17, 1992

City Building Permits 1915-1977; 1985-1998

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Continental Group Company – Annual Report 2006; Company History.

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Sanborn Insurance Map Company, "Fire Insurance Maps of San Jose California"; 1884; 1889; 1891, 1915 updated to 1930, 1915, 1915-1961, 1915-1967

Santa Clara County Official Records: County Recorder's Office and Assessor's Files

Tri-Valley Growers, Company History; Hoovers.com

Published Works - History; San Jose Area (Gilroy, San Martin, Los Gatos, Campbell, San Jose, Santa Clara,)

Arbuckle, C., Clyde Arbuckle's History of San Jose, Smith McKay, San Jose, 1985

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Jacobson, Y. Passing Farms Enduring Values-California's Santa Clara Valley, W. Kaufmann, Los Altos, CA 1984

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Polk Publishing Company; City Directories for San Jose, California; 1870-1978

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Sawyer, Eugene T., History of Santa Clara County, Historic Records Company, Los Angles CA 1922

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Periodicals:

East Bay Business Times; July 14, 2000

San Jose News; May 18; 1969).

Los Angles Times, July 12, 1924:4, "California Canning Associations Merge"

New York Times September 20, 1992; Cuff, Daniel F. "Making a Difference; More that a Name Change; Continental Can Company.

New York Times, February 9, 1927 "Continental Can Earns Less"

New York Times, January 14, 1927, "Continental Can Buys Plant".

San Jose Mercury News, November 17, 1988:1F, Mary Ostrom "Big Project In San Jose Hits Legal Snags, (Former Tri-Valley Growers and Continental Can Company property)

Published Works - Architecture

McAlester, V & L. A Field Guide to American Houses, A. Knopf, New York,1985

Rifkind, C. A Field Guide to American Architecture, Times Mirror, New York 1980

Whiffin, Marcus, American Architecture Since 1780, A Guide to Styles, M.I.T.Press, Cambridge Mass. 1981

7.2 Interviews:

Allewelt, William, Executive Vice President of Tri-Valley Packers and Growers Association during the time the plants in San Jose were operating. Interviewed regarding the operation of the conveyor system. 3/1/05

Cilker, Carl, Cilker Orchards, former cannery worker at the Tri-Valley Packers and Growers Association cannery in Modesto.. Interviewed regarding operation of a cannery 2/17/05

Cilker, William, Cilker Orchards. Board of Trustees of Tri-Valley Packers Association elected First Vice President 1993. Interviewed regarding the operations of Tri-Valley Packers Association plant on N. 10th Street (2/01/05).

Davis, Stan, Former partner/owner of the subject property 3/12/05 regarding alterations to the buildings.

Edwards, Craig, President, Can Fillers (2/17/05) – Company sells Equipment for food processing plants. Email regarding conveyor systems used in canneries.

7.3 DPR 523 A. Primary
B. Buildings, Structure and Object

San Jose Planning Department - Historic Resource Evaluation Tally Sheets

Former Continental Can Company Factory and Warehouse (bldg H & N)
Former California Co-Operative Canneries Association & TVPA Cannery (Bldg C)
Former Tri-Valley Packing Association Fruit Processing Building (Bldg D)
Former Haslett Warehouse and TGA Warehouse

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code Reviewer Date

Page 1 **of** 21 ***Resource Name or #:** (Assigned by recorder) Tri-Valley Growers – Haslett Co. Warehouse

P1. Other Identifier:

***P2. Location: Not for Publication** X **Unrestricted**

***a. County** Santa Clara **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** West San Jose **Date** 1980 **T** __; **R** ___; __ **3 of** __ **3 of Sec** __; _____ **B.M.**

c. **Address** 751 N. 10th Street **City** San Jose **Zip** 95112

d. **UTM: (Give more than one for large and/or linear resources)** Zone 10, 598134 mE/ 41,34816 mN

e. **Other Locational Data**: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN 249-09-01

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The area is a mix of uses with new high-density residential development replacing the former industrial sites, many of which had been associated with food processing. is the Gordon Biersch Brewery, the former Continental Can Company Factory, the continental Can Co. Warehouse and the Union Pacific rail right of way, to the east is N. 10th Street and concrete warehouse, surface lot storage and metal clad buildings; to the south is the Tri-Valley Growers former Cannery and Processing Building and across E. Taylor St is vacant land and multi-family development; and to the north warehouses and surface storage. Continued p.3

***P3b. Resource Attributes:** (List attributes HP2 and codes) HP- 8 Industrial Building

***P4. Resources Present:** Ξ Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession #) South façade of the Cannery Park Former Tri-Valley Growers Warehouse

***P6. Date** 1921-1960

Constructed/Age and Source:
Assessor's Records, permits

X Historic Prehistoric Both

***P7. Owner and Address:**
Cannery Park I
CP Associates, LLC
Cannery Park II
CP-2 Associates, LP
1475 Powell St
Emeryville CA 94608

***P9. Date Recorded:** 9/19/08

***P10. Survey Type:** (Describe)
Project specific

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.")
Jackson-Taylor Residential Strategy Plan.

***Attachments:** NONE Location Map X Continuation Sheet X Building, Structure, and Object Record
Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

 ***Resource Name or #** (Assigned by recorder) Tri-Valley Growers - Haslett Co Warehouse

B1. Historic Name: Tri-Valley Packing Association/ Haslett Company Warehouse
B2. Common Name: Cannery Park
B3. Original Use: Industrial Warehouse B4. Present Use: Light Industrial-multi-tenant

***B5. Architectural Style:** Contemporary - Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed 1920-21, remodeled and enlarged 1937, 1944, 1946, 1958, 1960 and remodeled for multi-tenant use 1983-2000

***B7. Moved?** X**No** **Yes** **Unknown** **Date:** _____ **Original Location:**
***B8. Related Features:**

Former Tri-Valley Growers Cannery building, 1956 TVPA Processing Building, 1934 Continental Can Factory Building (Gordon Biersch), Continental Can co. Warehouse

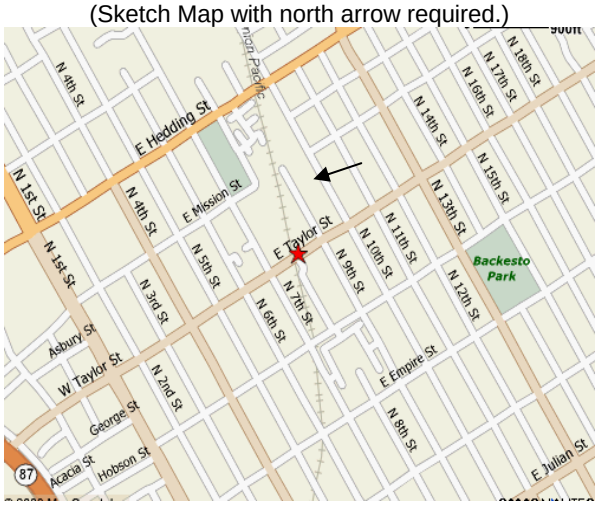
B9a. Architect: unknown b. Builder: 1946-60, Carl N. Swenson Company, 1980-2000 Multiple contractors Remodeling architect; Steve Yang AIA and others
***B10. Significance: Theme** Industry-Storage **Area** San Jose

Period of Significance 1920-1950 **Property Type** warehouse **Applicable Criteria** NA (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Tri-Valley Packing Association/Haslett Company Warehouse does not appear individually eligible for listing in the National Register of Historic Places due to the loss of integrity and because it was an ancillary function to the Tri-Valley Packing Association (TVG) Cannery operations, and has been extensively remodeled It does not appear eligible for listing in the California Register of Historic Resources, also due to the loss of integrity. The former warehouse rated a category of non-significant under the San Jose Historic Landmark Criteria.

The first cannery on the parcel was the California Co-Operative Canneries (Association) who constructed a wood frame building on the site in 1919-1920. The Haslett Company constructed a reinforced concrete warehouse c. 1920. The warehouse was enlarged in 1928 with side additions toward N. 10th Street and again in 1946-47 with an addition to the north and yet again in 1958 when the construction was completed by Carl N. Swenson Company. Beginning in 1983, the warehouse was remodeled to accommodate multi-tenant use. With the remodeling to multi-tenant use and architectural redesign of the facades, the building lost integrity. The theme is industry-Manufacturing (food processing), 1920-1960 in San Jose. Continued page 3

(Sketch Map with north arrow required.)



B11. Additional Resource Attributes: (List attributes and codes) HP 8

***B12. References:** see attached sheet 20
B13. Remarks:
***B14. Evaluator:** Bonnie Bamburg

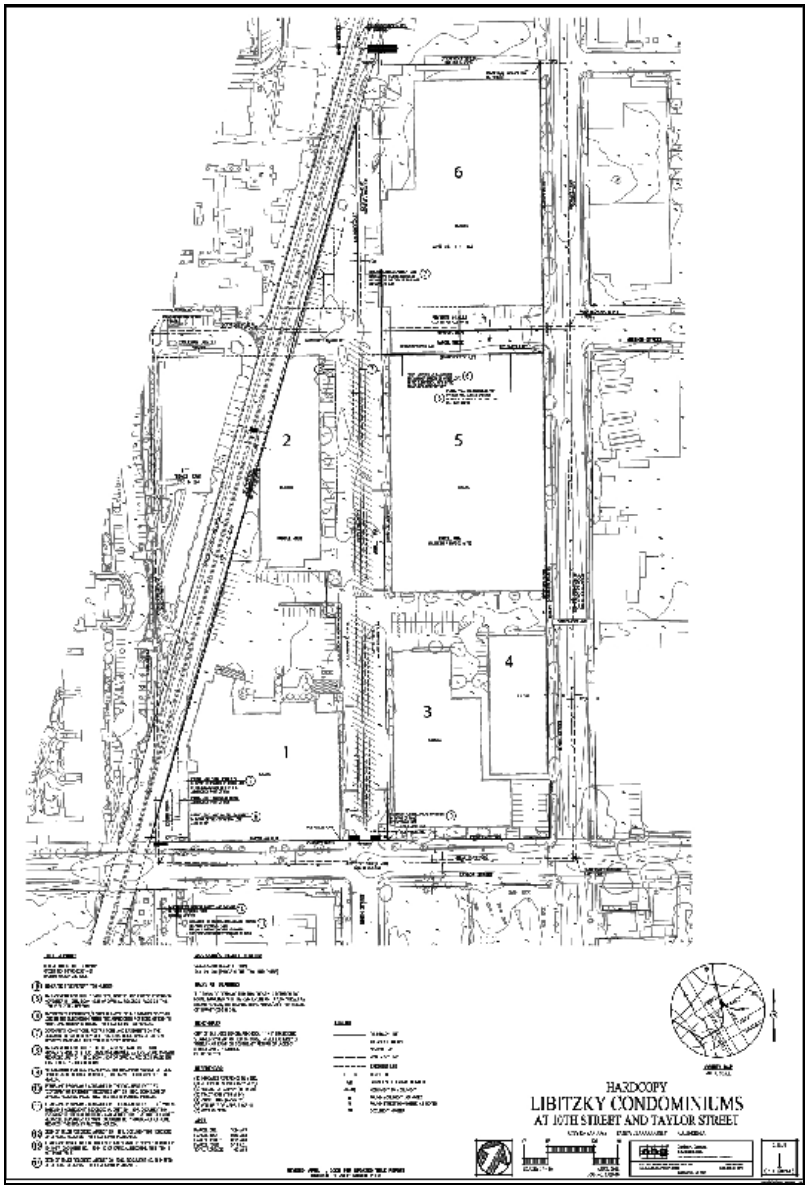
***Date of Evaluation:** September 19, 2008

(This space reserved for official comments.)

P 3: Description

Connecting the east and west facilities of Tri-Valley Growers was a conveyor system. The remains of this system, constructed in 1961 (Permit 48512) are a metal frame and metal covered housing that is 16 feet above N. 10th Street and was connected to the cannery and warehouse on each side of the street.

Beginning in the early 1980's, the buildings and spaces of the former complex were remodeled for multi-tenant, light industrial, commercial or warehouse use and no longer exhibit the architectural design and spatial connections that identified the previous Tri-Valley Growers Cannery and warehouses.



Building #1-Continental Can Co. Factory

Building #2- Continental Can Warehouse

Building #3 -California Co-Operative Canners Assoc, Reconstructed for TVPA in 1956 (TVG)

Building #4 -Tri-Valley Packing Assoc. Processing Building (TVG)

Building - 5 & 6 Haslett & Tri-Valley Growers Warehouses (TVG)

P 3: Description

The warehouse is reinforced concrete constructed in phases over a period of 36 years. The first section was 41,000 square feet in a rectangular shape with double pitched roof. Wooden sheds used by the California Co-Operative Canneries box factory were attached to the eastern wall. The warehouse expanded north prior to 1944 with a section that had was covered by a three section pitched roof. This section added 14,790 square feet. The warehouse roof was punctuated with a series of skylights. During the late 1940's the building was expanded to the east, and completed filling the site with the eastern wall along the property line in the mid 1950's adding 39,900 Square Feet. This section had a flat roof. The fourth addition to the north added 14,697 square feet. The last section of 6,000 square feet was attached to the south wall forming a cooling shed.

The south façade is divided into the two sections. The eastern has a straight wall to the cornice behind a decorative pitched element attached to the façade. A vehicle sized roll-up door is in the center with a large contemporary, sectioned window on the west. The wall surface is stucco scribed with horizontal lines. A second unit with a roll-up door and window element is on the east side of the façade. The eastern section exhibits a double gable roofline. An entrance with contemporary storefront window system is on the east corner and two roll-up industrial doors associated with the unit. To the west is another roll-up door and entry to another unit. The surface is smooth stucco. The western façade is a series of contemporary storefront entrances and roll-up doors dividing the building into units with an office and storage space for multi-tenant use. The wall beneath a straight cornice is smooth stucco. Some entrances have blue fabric awnings. The eastern façade is very similar.

The recently painted building appears in good condition. Parking lots are on the south and west sides of the building with landscaping in the form of bushes and trees next to the buildings. The north façade is under a metal canopy that was added in 1961. The remodeled building appears as a multi-tenant building with small businesses of many types, commercial retail and wholesale sales, event planning, auto related supplies and services, cabinet makers and educational services. The building does not retain appearance or integrity of a single purpose warehouse.

B10 Significance:

Background of the Former Haslett Co and Tri-Valley Growers warehouse:

The period of significance corresponds to the period when many warehouses were constructed in support of the food processing industry in San Jose. It begins in 1920 and extends into the decade of the 1960's, the decade when most canneries ceased to operate making the warehouses obsolete. The primary period of significance for canneries in San Jose was 1920-1950.

The first section of the warehouse was constructed in 1920 to support the operations of the newly formed California Co-Operative Canneries Association. The Haslett Company from Alamdea, and later San Francisco, was experienced in warehouse development and operations. Haslett Company warehouses were associated with many canneries, particularly those of associations or co-operatives. Warehouses were important in the canning industry because they stored cans all year. The empty cans came into the warehouse as the filled ones were distributed so that at the beginning of the canning season the warehouse was filled with empty cans and at the end of the season with filled cans ready for shipment. Maintaining an adequate can supply was critical to the operation of the cannery. Once fruit entered the cannery there was no way to store it waiting for cans, the can had to be available and in great quantity during the short canning season. The ratio of warehouse to cannery space changed but was never less than equal. By the 1940's warehouse space was twice the size of the cannery and often additional off-site storage space was necessary. By the end of the 1950's the ratio was almost 4 to 1 and more was off-site. The advent of the supermarket distribution system meant the canned goods had to be kept in warehouses longer than with the dispersed distribution systems. It also meant more storage for a larger quantity of canned fruit that had to be held a greater length of time. This change and the need to store empty cans required the cannery companies to invest in more storage facilities. Although ancillary to the canning operations, the warehouse became an essential component of the industry.

The initial section of the Haslett Company Warehouse Number 2 Unit #1, was constructed of reinforced concrete with a concrete floor and double gable (pitched) roof. Showing the supportive relationship between the companies, the California Co-Operative Canneries Association constructed wood sheds against the eastern wall of the warehouse to house shop and box making facilities. The first extension was to the east replacing the box factory shed, the third was on the north façade where an addition was constructed in 1937. Prior to that additional storage for cherry barrels or cans was open on the sides with a concrete floor and roof structure. The warehouse grew in size every few years until the final expansion in 1953-54. filled the available land with the fourth unit attached at the north east corner of the lot.. Most of the warehouse area was 12 feet to the plate, however the fourth unit was 19 feet. The adjacent warehouse wall was raised to provide even walls for the metal canopy that covered the former Mission Street, the separating the original warehouse from one that replaced the cannery workers cottages to the north. In 1961, the canopy was installed creating a covered area between the two warehouses. The warehouse's primary function for most of the year was can storage. During off season months activities such as box nailing and container preparation occupied the warehousemen. During the 1940's, the Haslett Company Warehouse #2 was listed as bonded suggesting that it also stored wine or liquor. The warehouse was acquired by Try-Valley Packing Association in the late 1950's.

B10 Significance:
Background of the Former Tri-Valley Growers –Haslett Company and TVG Warehouse

In November 1955, the City of San Jose issued permit # 20622 to Tri-Valley Packing Association for Carl N. Swenson Company to construct improvements worth $32,000, replacing the old fruit processing sheds with a new building and extensively remodeling the cannery. During this time the Haslett Co. added a new section for barrel racks. In 1956 Tri-Valley Packing Association expanded on the East side of N. 10th street constructing structures clad in corrugated metal.

A new warehouse on the south half of the block between N. 10th and N. 11th Streets was completed in.1959, specifically to be used for can storage – rotating between the empty cans prior to the canning season and filled cans after the season. At the time the warehouse was completed the conveyor system was rebuilt and routed from the new warehouse to carry the empty cans to the cannery on the west side of N. 10th St. At the end of the cannery line, the filled cans were stacked on pallets and moved by forklifts to the Haslett warehouse or to the yard for distribution. Remnants of the conveyor structure exist across N. 10th Street, but do not connect to the buildings on the west side.

As the decade of the 1960's began, the TVPA was still fighting for market share and contracts with the super market chains, while at the same time trying to reduce costs. To increase their size and product lines, the TVPA began talks with the smaller Turlock Co-Operative Growers. In 1963, the Turlock Co-Operative Growers (TCG) merged with the TVPA to become the Tri-Valley Growers (TVG) with $45 million in annual sales. The warehouses became assets of the new corporation.

In June of 1969, TVG announced it would close the two plants in San Jose; N. Tenth at Taylor, and S. Fifth and Virginia (formerly Dole Company), by 1970, and transfer the equipment to a new plant in Modesto (San Jose News; May 18; 1969). For a short while, the closed cannery facility buildings were used for warehousing, and then began to change use.

Commercial real estate broker and investor, Stan Davis and Manhattan based developer James Fusco formed Metropolis West and began purchasing the obsolete industrial buildings in the mid 1980's. While operating the buildings as multi-tenant spaces, an ambitious multi-million dollar plan for transforming six blocks was promoted. The San Jose Mercury News article November 17, 1988 page 1F described the San Jose City Attorney's office as citing "the developer for making million-dollar renovations without permits and for zoning, building and fire code violations". The changes to the former Tri-Valley Growers buildings and the Continental Can Company (to the west of the warehouse) were described as " Adding windows, staircases, roofs, brightly colored architectural details and new tenants".

B10 Significance:
Background of the Former Tri-Valley Growers – Haslett Company Warehouse

The Cannery Park Plan, submitted to San Jose Planning Department in July 1988, showed a courtyard of canopied boutiques and restaurants, cast iron lampposts and an eclectic mix of tenants, including auto part stores and mechanics, factory outlet retailers in the mall setting ,a classic car museum and artist studios. During the years Mr. Davis and the City were at odds over the development the warehouse was remodeled and divided into units for small business enterprises..

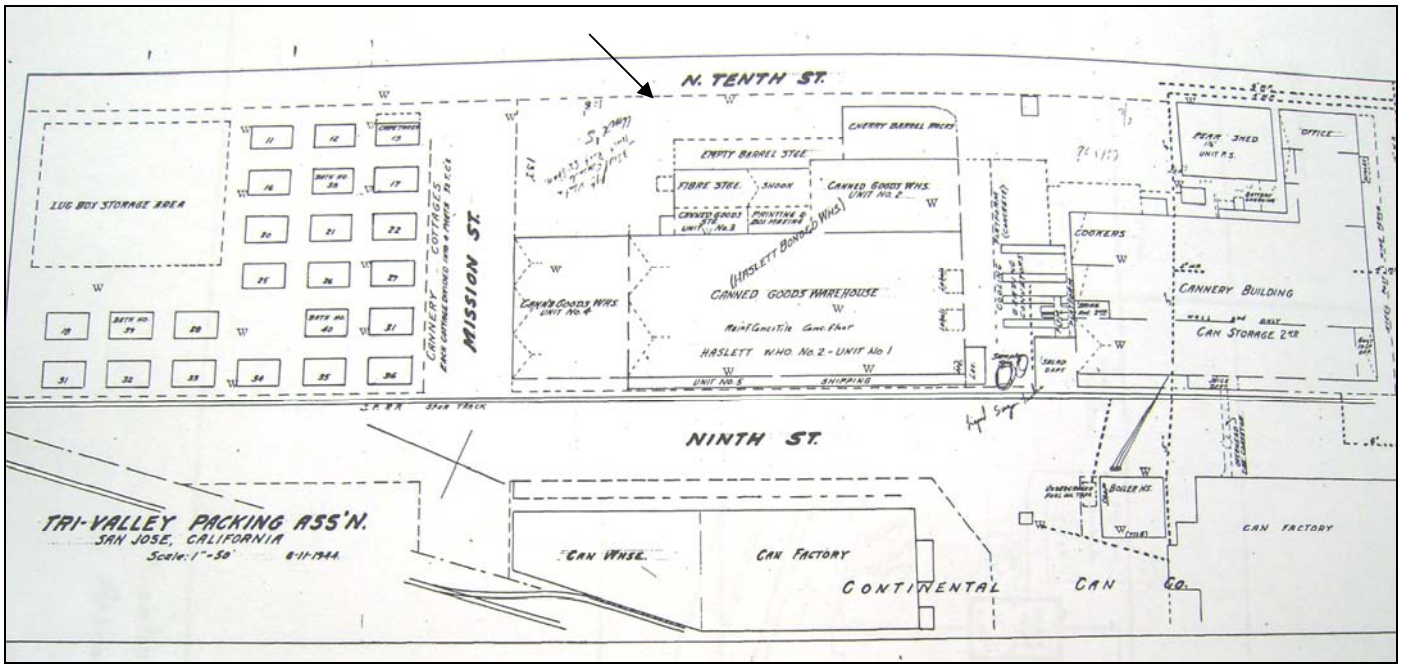


Figure # Diagram of the Tri-Valley Packing Association Plant,.1944 Arrow shows warehouse. Source: Tri-Valley Packing Association.

B10 Significance:
Background of the Former Tri-Valley Growers – Haslett Company Warehouse

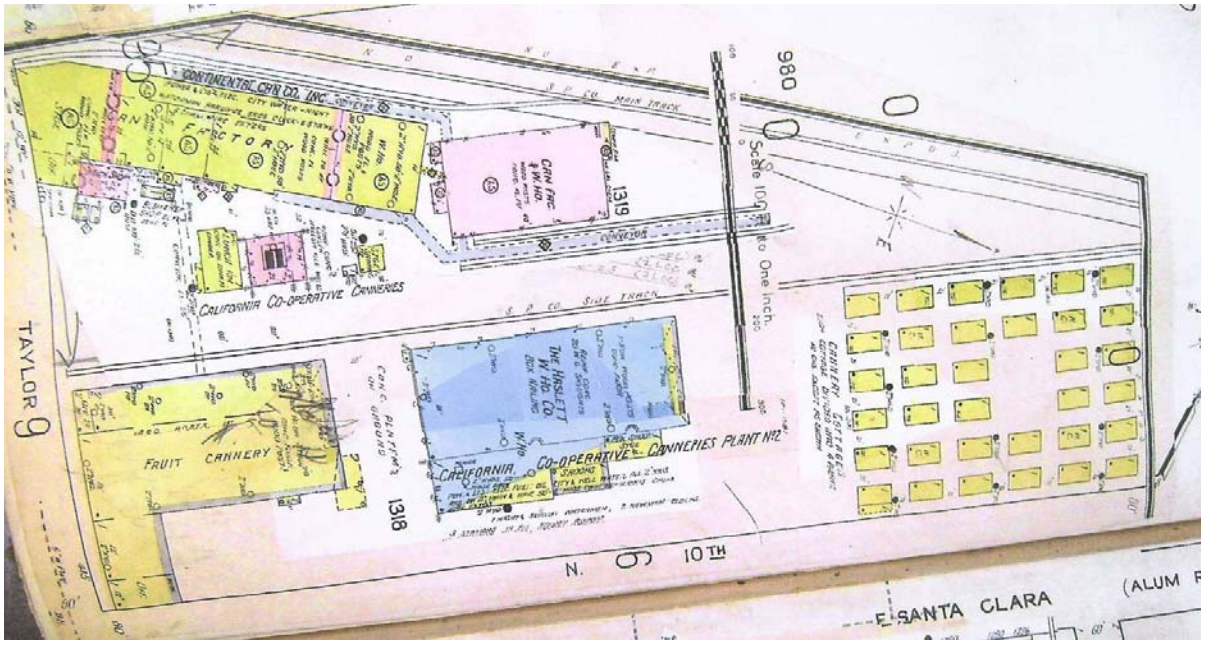


Figure # 3 **Sanborn Insurance Company Map, 1915 updated to 1930 section of page 3**

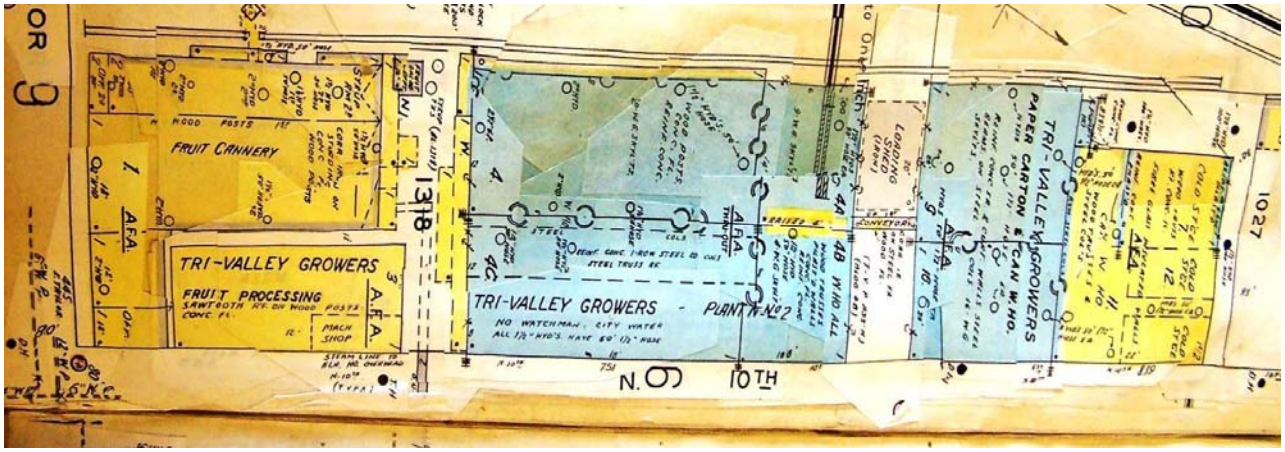
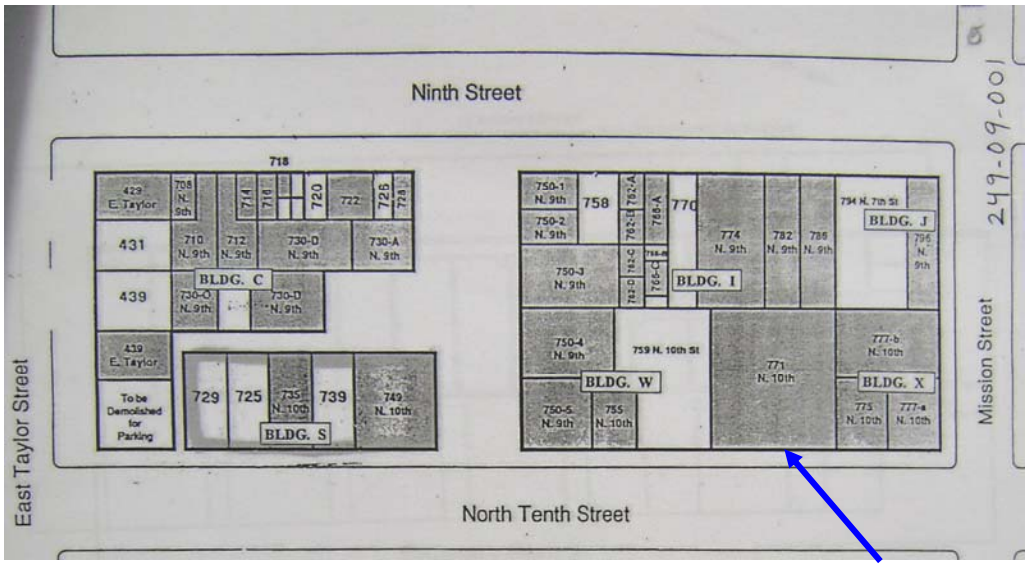
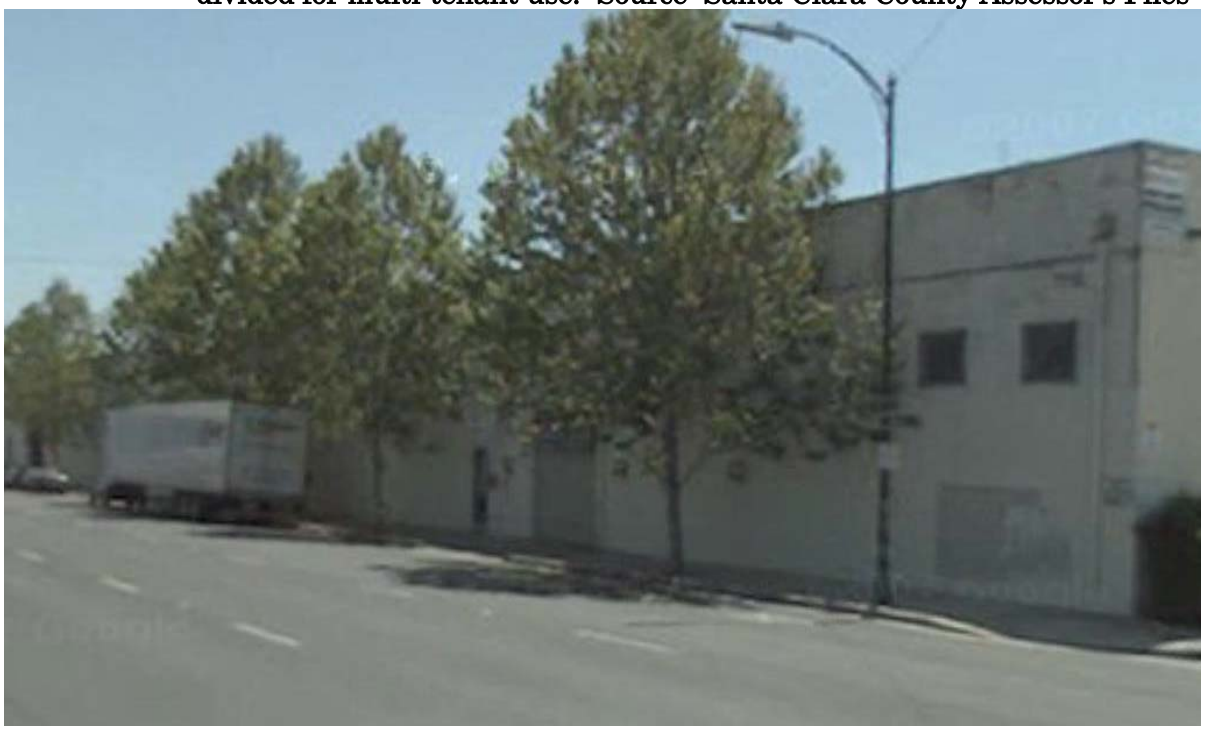


Figure # 4 **Sanborn Insurance Company Map, 1915 updated to 1968, section of page 3**
Arrow points to reinforced concrete warehouse, former cannery on left

B10 Significance:
Background of the Former Tri-Valley Growers – Haslett Company Warehouse



Figure# 5 Former Tri-Valley Growers Association Plant #2. Arrow points to the warehouse divided for multi-tenant use. Source: Santa Clara County Assessor's Files



Photograph # 1 N.10th Street Façade. Street trees added post 1983

P 5 Photographs: Former Tri-Valley Growers – Haslett Company Warehouse

Photograph # 2 Cannery Park -Former Tri-Valley Growers Warehouse
View: West façade looking from north to south. Canopy structure on left, pitched roof of early warehouse in center of the photograph.

Date: 9/10/08
Camera facing SE
Records: Urban Programmers

P 5 Photographs: Former Tri-Valley Growers – Haslett Company Warehouse

Photograph # 3 Cannery Park - Former Tri-Valley Growers Warehouse
View: South façade, False parapets attached to the older sections of the warehouse. Planters along building face, contemporary entrances and window elements.

Date: 9/10/08
Camera facing: North
Records: Urban Programmers

P 5: Photographs: Former Tri-Valley Growers – Haslett Company Warehouse

Photograph # 4 Cannery Park - Former Tri-Valley Growers Warehouse
View: East façade, The eastern (later sections) of the warehouse. Rectangular building with straight cornice, scored stucco and contemporary entrances and window elements.

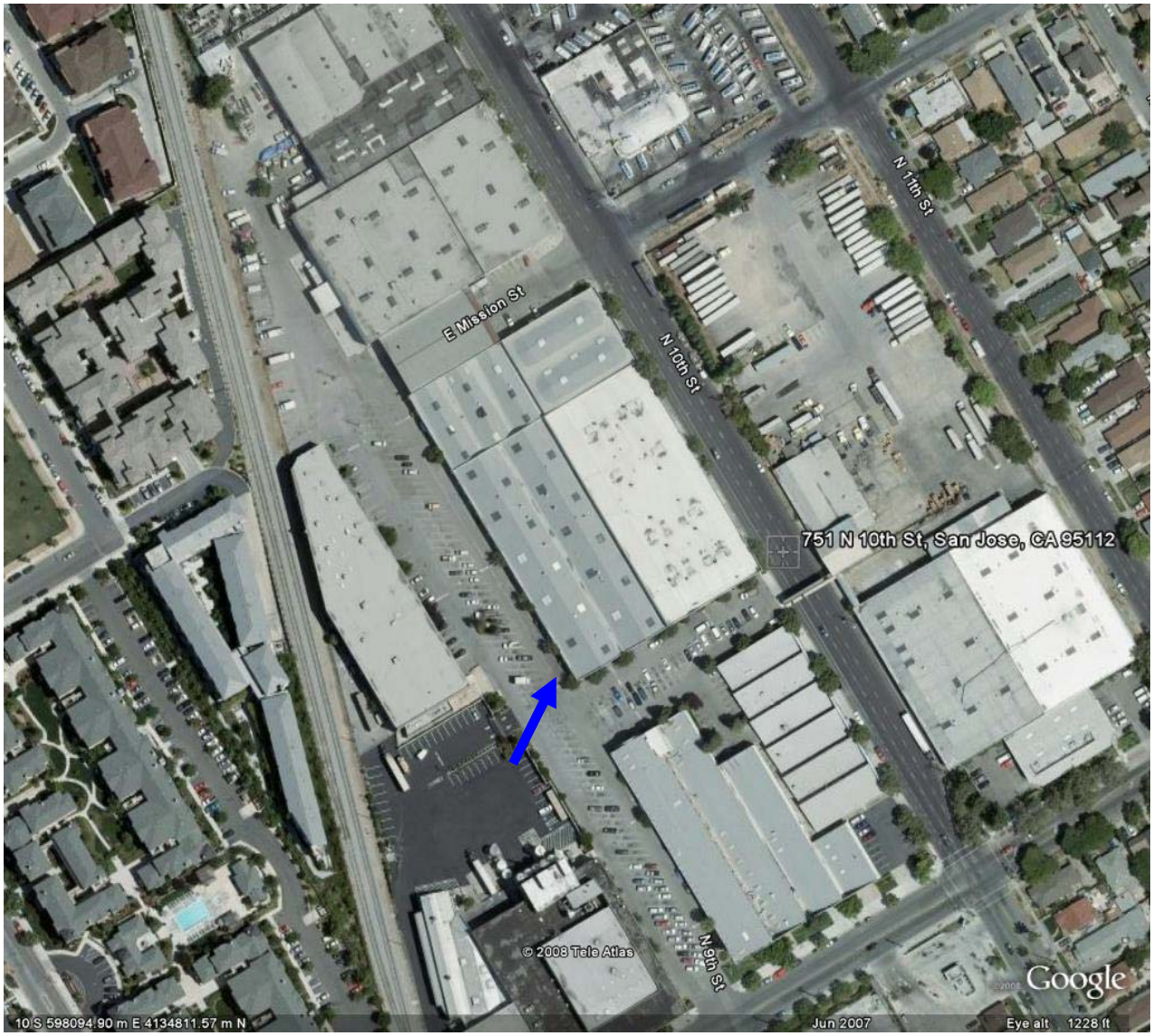
Date: 9/10/08
Camera facing: Northwest
Records: Urban Programmers

P 5 Photographs: Former Tri-Valley Growers – Haslett Company Warehouse

Photograph # 5 Former Tri-Valley Growers Warehouse
View: Cannery Park- East façade of former warehouse. Planters along building face, contemporary entrances and window elements.

Date: 9/10/08
Camera facing: Northeast
Records: Urban Programmers

P 5 Photographs: Former Tri-Valley Growers – Haslett Company Warehouse



Photograph # 5 Former Tri-Valley Growers Warehouse
View: Aerial showing the four different roof sections of the warehouse expansions. Earliest (Haslett Company) is next to arrow.
Date: 6/2007
Source: Google Earth Pro

B 10 ;Significance: Evaluation

San Jose Historic Landmark Evaluation:

1 Identification or association with persons, eras or events that have contributed to local, regional, state or national history, heritage or culture in a distinctive, significant or important way;

In 1920 a warehouse building was constructed to support the California Co-Operative Canneries Association's fruit cannery. The warehouse was substantially enlarged for Tri-Valley Packing Association and Tri-Valley Growers. The building is associated in an ancillary role with the food processing industry, an era that contributed to local and regional history in an important way. The storage provided by the warehouse is secondary to the cannery in importance. No person or single event of importance has been identified in association with the buildings. Remodeling after 1983,diminished the ability of the warehouse to convey its original bulk storage purpose.

2 *Identification as, or association with, a distinctive, significant or important work or vestige;*

a. Of an architectural style, design or method of construction;

The building was utilitarian when constructed with solid walls punctuated by minimal unadorned openings. It was not a distinctive, significant or important work. The building was remodeled in the 1980's and 90's eliminating the original design of a utilitarian bulk storage warehouse. The remodeling is not distinctive, significant or important in design.

b. *Of a master architect, builder, artist or craftsman*;

The functional design of the warehouse indicates that it was a stock plan of the Haslett Warehouse Company and not individually designed by an architect, artist or craftsman. The building was enlarged by Carl N. Swenson & Company, however this is not a distinctive or significant building among those the company designed and constructed.

c. *Of high artistic merit*

The building is utilitarian and prior to, or after the remodeling does not exhibit high artistic merit.

d. The totality of which comprises a distinctive, significant or important work of vestige whose component parts may lack the same attributes;

The building(5) no longer represents a utilitarian factory warehouse. Individually or in combination with the former Tri-Valley Growers Cannery the site has lost integrity and does not comprise a distinctive, significant or important work or vestige..

B 10 ;Significance: Evaluation San Jose Historic Landmark and California Register of Historic Resources

San Jose Historic Landmark Evaluation:

e. That has yielded or is substantially likely to yield information of value about history, architecture, engineering, culture or aesthetics, or that provides for existing and future generations an example of the physical surroundings in which past generations lived or worked;

The warehouse is primarily constructed of materials and methods in current use. Given the extent of alterations and remodeling, it is unlikely the buildings will yield information of value about history, architecture, engineering, culture or aesthetics.

f. That the construction materials or engineering methods used in the proposed landmark are unusual or significant or uniquely effective.

The materials and engineering are not significant or uniquely effective in creating storage space or multi-tenant business spaces.

3 The factor of age alone does not necessarily confer a special historical, architectural cultural aesthetic or engineering significance, value or interest upon a structure or site, but it may have such effect if a more distinctive, significant or important example thereof no longer exists.

Constructed in four phases, the industrial building is over 50 years old and may be considered for landmark status. The warehouse was not unique, and considering the significant alterations does not possess architectural or historical significance. There are many reinforced concrete warehouses in San Jose.

California Register of Historic Resources- Evaluation

The California Register of Historic Resources uses the National Register of Historic Places criteria as a model. However, the California Register is broader in acceptance and has a lower threshold for integrity. Of the seven elements defining integrity the National Register requires most while the California Register requires some of the elements. To be eligible for listing in the California Register a property must meet one of four criteria listed below and retain some integrity, generally it is considered that visual integrity is required.

Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resources period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reason for their significance.

B 10 ;Significance: Evaluation - California Register of Historic Resources

According to the National Register Bulletin; *How To apply the National Register Criteria for Evaluation, integrity is evaluated with regard to the retention of; location, design, setting, materials, workmanship, feeling and association.*

Location is the place where the historic property was constructed or the place where the historic event occurred.

The building is on the site where it was first constructed and therefore retains integrity of location.

Design is the combination of elements that create the form. plan. space, structure, and style of a property. A property's design reflects historic functions and technologies as well as aesthetics. It includes considerations of the structural system; massing; arrangement of spaces; pattern of fenestration, textures and colors of surface material; style, amount and style of ornamentation, and materials, and the arrangement of type of plantings in a designed landscape.

The warehouse design, a very utilitarian and functional building that throughout the additions and expansions, 1920-1956, remained with solid, plain walls exhibiting minimal decoration, is no longer evident. The alterations that occurred after 1980 through 2000, consistent with the change in use, have significantly altered the design, exterior surfaces and interior spaces. The exterior walls were altered to create entries and windows for multiple tenant spaces. The open interior storage space is divided for tenant spaces. The building does not retain the design of the former cannery and has lost integrity of design.

Setting is the physical environment of a historic property. Setting refers to the character of the place in which the property played its historical role.

The 1920 cannery was set in an environment of industrial activity and in proximity to the cannery, spur rail lines, a Boiler House, steam lines, water tanks and drainage systems as well as several working sheds.

The setting has been compromised by the alterations to the cannery buildings and the loss of typical elements, power plant, railroad lines, and conveyor systems diminish the setting of the former bulk storage warehouse.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. A property must retain the key exterior materials dating from the period of its historic significance.

Portions of the structural system remain in the building and in the roof and foundation. Alterations to the former bulk storage warehouse have significantly diminished the pattern of the pre 1980 building with decorative stucco siding and multiple decorative windows and entries. The materials of the former warehouse have been significantly diminished no longer retaining integrity..

B 10 ;Significance: Evaluation - California Register of Historic Resources

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. .It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object or site. Examples of workmanship in historic buildings include tooling, carving, painting, graining, turning, and joinery.

As a warehouse, the finishes and workmanship were simple and utilitarian. The main representation of workmanship in an industrial building are the basic construction techniques and materials. The workmanship in much of the building has been covered or removed by the post 1980 alterations.

The remaining evidence of workmanship is not visible. The element of workmanship is significantly diminished and because it is not visible, the element is not considered to be retained.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character.

The former bulk storage warehouse does not retain the feeling of its former use. The alterations for multi-tenant spaces have created openings, decorative windows and stucco siding that are not consistent with the former building. There is no clear understanding of how cans were received and exited the building to be shipped by rail or truck. The landscaping, planters and trees on the site eliminate the sense of a cannery and active warehouse site. The building does not retain integrity of feeling.

Criteria 1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States:

The former Haslett Company and Tri-Valley Growers warehouses were considered under the historical context of the Inter-war period 1918-1945 within the theme of agriculture (fruit-processing). During this period, food processing dominated the economy of San Jose, also effecting social and civic activities. Canneries, that were established in the earlier context period of Horticulture 1870-1917, were greatly expanded or developed in new locations, generally on the perimeter of the City. The new canneries and their related industries are evidence of the significant contribution of this industry to the economy of the city and county during the period1918-1945. The warehouse buildings were ancillary and supported the primary function, food processing. Individually, the warehouse function is not a significant association to the broad pattern of food processing. Although the association to the property exists, the buildings do not retain integrity of the association or architecture. The warehouse does not exhibit visual identity with the former food processing use, and therefore do not meet the California Register of Cultural Resources criteria. The property is not eligible under Criteria 1 due to a loss of integrity.

B 10 ;Significance: Evaluation California Register of Historic Resources and National Register of Historic Places

Criteria 2. It is associated with the lives of persons important to local, California, or national history;

The Haslett Company/Tri-Valley Growers warehouse was an ancillary association with the business of food processing/fruit canning, It does not appear the buildings or property was directly associated

with individual persons important to local, state or national history. The Haslett Company was not from San Jose and did not participate in the activities of the city. The Haslett family operated warehouses in many locations around the state but does not appear to have been individually important to the history of the state. The property is not eligible under Criteria 2 because no individuals associated with the property were important in the history of San Jose, California or the Nation. It is also not eligible due to the loss of integrity.

Criteria 3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values;

The industrial site, formerly the Tri-Valley Growers warehouse, has been remodeled and does not embody the distinctive characteristics of the former can storage warehouse. The redeveloped warehouse buildings do not embody distinctive characteristics of a type, period, region or method of construction, or represent the work of a master, nor do they possess high artistic values.

Criteria 4. It has yielded, or is likely to yield, information important to the prehistory or history of the local area, California, or the nations.

The former Tri-Valley Growers warehouse and site have been extensively developed and redeveloped with buildings so that it is unlikely to yield information important to the prehistory or history of the local area, state or nation.

The Tri-Valley Growers warehouse is not eligible for listing in the California Register of Historic Resources because is retains very little integrity, location is the only element fully met. The warehouse does not many of the four criteria of the California Register.

National Register of Historic Places – Evaluation

As was described above, the integrity of the Tri-Valley Growers warehouses and cannery site, has been lost due to extensive remodeling. Integrity is a threshold for listing in the /National Register of Historic Places. The resource must retain enough of its historic character or appearance to be recognizable as a historic property, and to convey the reason for its significance.

The warehouse building is not individually eligible for listing in the National Register of Historic Places due to the loss of integrity and lack of historical significance.

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San Jose News; Mary Anne Ostrom, November 17, 1988, " Big Project in S.J.Hits Legal Snags", (Former Tri-Valley Growers and Continental Can Company property)

Interviews:

Allewelt, William, Executive Vice President of Tri-Valley Packers and Growers Association during the time the plants in San Jose were operating.
Cilker, Carl, Cilker Orchards, former cannery worker at the Tri-Valley Packers and Growers Association cannery in Modesto.. Interviewed regarding operation of a cannery 2/17/05

Cilker, William, Cilker Orchards. Board of Trustees of Tri-Valley Packers Association elected First Vice President 1993. Interviewed regarding the operations of Tri-Valley Packers Association plant on N. 10th Street (2/01/05).

Davis, Stan, Former partner/owner of the subject property, 3/12/05 regarding alterations to the buildings.

State of California The Resources Agency DEPARTMENT OF PARKS AND RECREATION **PRIMARY RECORD**	Primary # HRI # Trinomial **NRHP Status Code**
Other Listings Review Code	Reviewer Date

Page 1 **of** 18 ***Resource Name or #:** (Assigned by recorder) Continental Can Co. Warehouse

P1. Other Identifier:

***P2. Location: Not for Publication** X **Unrestricted**

***a. County** Santa Clara **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** West San Jose **Date** 1980 **T** __; **R** ___; __ **3 of** __ **3 of Sec** __; _____ **B.M.**

c. **Address** 385-395 E Taylor St **City** San Jose **Zip** 95112

d. **UTM: (Give more than one for large and/or linear resources)** Zone 10, 5598025 mE/ 41,34774 mN

e. **Other Locational Data**: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN 249-07-006

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The area is a mix of uses with new high-density residential development replacing the former industrial sites, many of which had been associated with food processing. To the immediate west is the Union Pacific rail right of way, to the east is N. 10th Street and warehouses, surface lot storage and metal clad buildings; to the south across E. Taylor St is multi-family development; and to the north warehouses and surface storage across the abandoned Mission Street. The Gordon Biersch Brewery on the southwest corner of the property is not part of the proposed project. Continued p.3

***P3b. Resource Attributes:** (List attributes HP2 and codes) HP- 8 Industrial Building

***P4. Resources Present:** Ξ Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession #) Front façade of the Continental Can Co. Warehouse.

***P6. Date** 1920-1956
Constructed/Age and Source:
Assessor's Records, permits
X Historic Prehistoric Both

***P7. Owner and Address:**
Cannery Park I
CP Associates, LLC
Cannery Park II
CP-2 Associates, LP

***P9. Date Recorded:** 9/11/08

***P10. Survey Type:** (Describe)
Project specific

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.")
San Jose Historic Resource Inventory, Jackson-Taylor Residential Strategy Plan.

***Attachments:** NONE Location Map X Continuation Sheet X Building, Structure, and Object Record
Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code**

Page 2 **of** ____ ***Resource Name or #** (Assigned by recorder)

B1. Historic Name: Continental Can Company Warehouses

B2. Common Name: Cannery Park

B3. Original Use: Factory and Warehouse B4. Present Use: Light Industrial-multi-tenant

***B5. Architectural Style:** Stripped Industrial

***B6. Construction History:** (Construction date, alterations, and date of alterations)
Warehouse #1 c.1930; Warehouse addition 1934

***B7. Moved?** X**No** **Yes** **Unknown** **Date:** _____ **Original Location:**

***B8. Related Features:**

1934 Continental Can Factory Building (Gordon Biersch), railroad

B9a. Architect: Continental Can Corporate b. Builder:

***B10. Significance: Theme** Industry **Area** San Jose

Period of Significance 1930-1960 **Property Type** Warehouse

Applicable Criteria NA (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The continental Can Company Warehouse building does not appear individually eligible for listing in the National Register of Historic Places due to a lack of significant associations or events. It does appear eligible for listing in the California Register of Historic Resources under criteria 3, recognizing the architecture of the building as unusual type and design as unusual in San Jose. The warehouse rated a category of Candidate City Landmark under the San Jose Historic Landmark Criteria.

Continental Can Company was the second national can manufacturer to locate in San Jose. The "tin can" became the container that carried the processed fruit, vegetables and drinks from the cannery or processing plant to the consumer. The can was a critical element in the growth and success of fruit canning in San Jose, An industry that that fueled the economy for over 30 years. Continental Can Company did not follow the local building style of wood frame and corrugated metal walls, preferring to expand with a corporate architectural style of stripped brick buildings. Continued page 3

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

(Sketch Map with north arrow required.)

B13. Remarks:

***B14. Evaluator:** Bonnie Bamburg

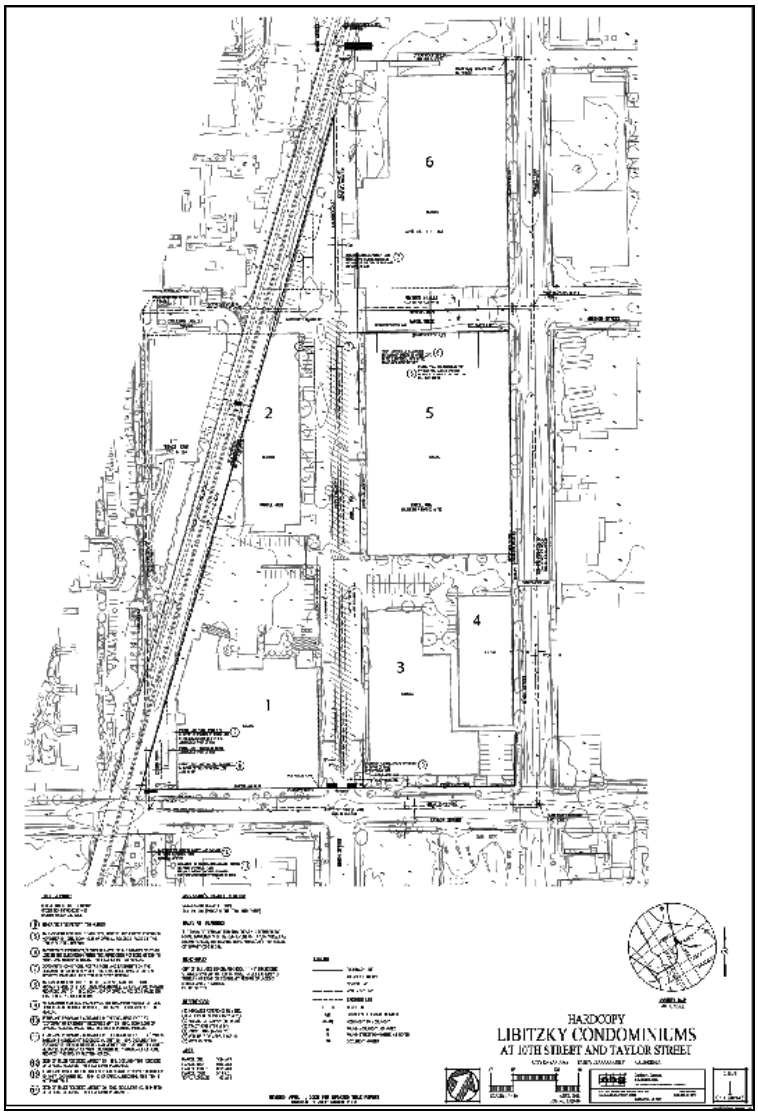
(This space reserved for official comments.)

***Date of Evaluation:** September 19, 2000

P 3: Description

The subject former warehouse, and the former Continental Can Company factory (Gordon Biersch Brewery) are on the west side of the abandoned N. 9th Street alignment, on the east are the buildings of the former Tri-Valley Growers. The abandoned street is primarily parking.

The adjoining parcels, between the railroad and N 10th St. contain buildings and parking areas, formerly associated with food processing and container manufacturing. The buildings that exhibit historically identifiable form, design and construction are the former Continental Can Factory and warehouse. The remainder of the buildings and spaces are light industrial uses or commercial/warehouses and no longer exhibit the architectural design and spatial connections of the previous Tri-Valley Growers Cannery use.



Building #1-Continental Can Factory

Building #2- Continental Can Warehouse

Building #3 -California Co-Operative Canners Assoc, (TVG)

Building #4 -Tri-Valley Packing Assoc. (TVG)

Building # 5 & 6 Haslett & Tri-Valley Growers Warehouses

P 3: Description

The warehouse building is a two-story brick building that was originally a rectangle and was extended in a form that follows the angle of the railroad to the west. It appears to have been designed in the corporate headquarters of Continental Can Company in Chicago. It was constructed with regular openings on the ground level that are windows filled with industrial square panes of glass and roll up door covered entrances. The second level windows are metal frame industrial glazed in four over four, regularly spaced on the east and west facades. The brick is laid in the English style with five stretcher rows between header rows, a common style. A band of reinforcing divides the two levels, extending on all facades of the building. A fault crack can be observed on the second level of the south east corner and deterioration in the corner tower. The interior structure is wood posts, floors and roof with a concrete floor. Remodeling for adaptive use began in 1969 when Continental can company remodeled former bulk storage space for offices and training facilities. It appears the industrial colored glass was added to the first level during these alterations. Subsequent alterations in the 1980's and 90's when numerous permits were issued to adapt the space for small business use, altering the large loading doors at the ends of the building and replacing them with inappropriate infill and a pedestrian door. Some of the windows have contemporary infill designs. The predominate design of the original openings is found in the center on the east façade that exhibits the rhythm and form of the original design, however windows have also been replaced. The west façade, along the railroad is similar to the east with loading dock openings covered with rolling doors and banks of multi-pane windows. This side appears to be relatively intact exhibiting original materials and design. The cornice is a narrow overhanging gutter system, the roof a contemporary "cool roof" material.

The building has serious deterioration and fault cracks particularly at the NW and SE corners while the field of the facades appear in good condition.

B10: Significance

A similar architectural style was adapted by California Canners and Packers (CalPak). The incidence of corporate industrial architecture is uncommon in San Jose and reflects the style of the previous century. It also reflects the importance national corporations placed on the food processing industry of the region. The first national can maker to come to San Jose was American Can Company the largest in the nation located at Martha and S. 5th St. c. 1920. Local companies established factories to manufacture containers; however these appear to all have been acquired by the national corporations.

In 1926, G. N. Easton Can Company was located at 401 E. Taylor St. between the Filice & Perrelli Canning Company on 8th Street and the California Cooperative Canneries Plant #2, at 445 E. Taylor St., the corner of N. 10th St. In 1927, the site was acquired by the second national can manufacturer to located in San Jose, Continental Can Company. The Company was founded in 1904 by Edwin, Norton the first president of American Can Company, and incorporated in New York in 1913. It merged with the Los Angles Can Company in 1926, and then merged with the Continental Can Company of California as it moved to acquire independent can manufactures.

B10 Significance:
Historical Context

Winemaking was an important part of the local economy in the Santa Clara Valley where 8,000 acres were cultivated with wine grapes. Northern California more known as the wine area was more heavily invested (Sullivan1982:128). Not until 1933 were the effects of the Volstead Act - 1920-1933 - and local laws repealed. Several local wineries had stocked wine and were quick to tool up their old equipment and begin shipping wine made and stored during the dry years. Cribari, Almaden, Paul Masson and others shipped less than 145,000 gallons. The first new winery operation after repeal was constructed in 1937, by Peter Mirassou who held 100 acres in Evergreen. The winery with 130,000 gallon capacity shipped bulk dry wine and champagne, that was considered of better quality than most (Sullivan 1982:144). Peter and his sons Edmund and Norbert continued to improve the quality of local wine and promote the industry. At the conclusion of WWII, California and the Santa Clara Valley were experiencing a wine shortage and more acreage was planted to meet the need. Along with this came a campaign to teach the wine buying public about the quality of Santa Clara Valley and other premium wines. The industry was moving away from sweet wine, cheap white wine, and to the better wines produced locally.

At the same time the vintners were facing a loss of business, the orchards were expanding to supply the growing need for fruit to satisfy the demand for processed, canned and dried fruit. Associations of growers, canners and dryers finally gained stability developing into huge organizations that would distribute the produce of the Santa Clara Valley world wide. World War I was ending when the California Fruit Packers Association (Calpak) was formed, uniting several successful independent companies under one name. In San Jose construction began in 1918 to construct plants along the railroads, often taking over buildings left empty by prohibition. F.W. Wool, Baron-Gray, Richmond-Chase, Calpak – Del Monte, Tri-Valley Growers and Packers, Sunsweet, and Hunt Bros. constructed plants throughout the Valley, in San Jose there were concentrations in the Taylor-Jackson area, The Alameda, along S. 3rd-9th Sts, and in Willow Glen. The food processors were followed by American Can, Continental Can and other secondary manufacturers of containers and machinery. In 1925, there were 6,959 farms, between 1927 and 1930 prune acreage increased to 65,077 acres; apricots to 17,891; pear to 7,308 cherry to 1,906 and plum to 1,560 acres (Arbuckle 1985:163). La petite prune d'Agen, propagated by Louis Pelllier was the fruit that lead the county in percentage of the world consumption and was reported to have been a $43,000,000 a year industry. The food processing industry became the economic engine that encouraged growth in population, housing, social organizations, wealth, and all aspects of the City. However international events leading to WWII had a dramatic effect in the Valley when the Third Reich, at Hitler's direction ceased purchasing dried fruit from California. The resulting glut of fruit in 1933-34 forced several ranches into bankruptcy and others to replace prunes with alternative species.

Population continued to increase and the residential development to expand into the orchard areas or infill such as the Vendome Hotel site on N. First Street. Annexation continued to extend the City boundaries; Palm Haven in 1922, and the Stockton and White districts in 1924. Willow Glen incorporated in 1927 and annexed to San Jose in 1936. Further outside the City, the east hills off Alum Rock Avenue, were subdivided for homes and the first airport was constructed at 1919 Alum Rock Road. The first municipal airport was established as the Garden City Airport in 1934 and moved to Tully Road in1939 by Cecil and Robert Reid who renamed it Reid Hillview Airport (Laffey 1992:9).

B10 Significance:
Historical Context

The dominant industry remained food processing. Orchards and farms supplied the packing houses and canneries with an abundance of good produce. Circling the City, extending into the foothills orchards predominated the landscape.

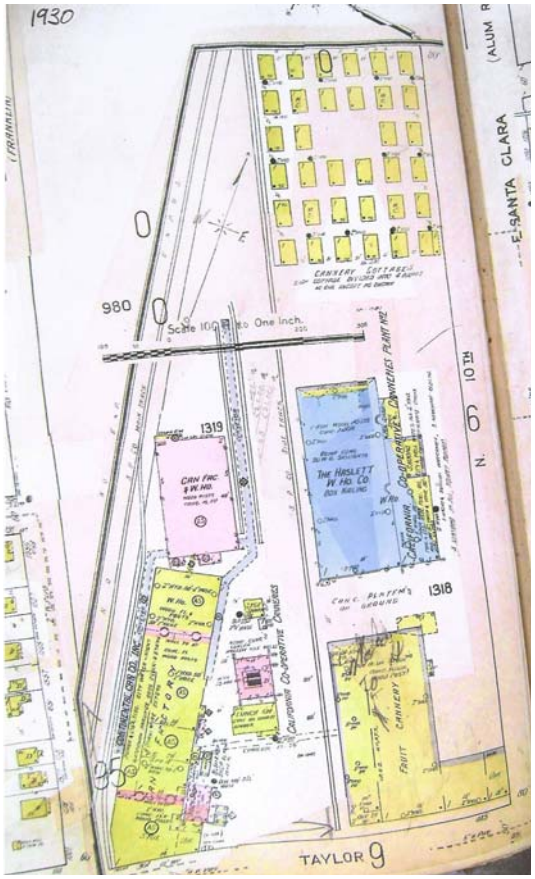
Part of the population and job growth was from those who had served in the military and came to attend college in the Valley using the G.I. Bill to help pay expenses. At Stanford University, Dr. Frederick Terman, a gifted professor had an exceptional class and was already seeing some of his students venture into what would become the next economic wave; electronics, and high technology. Students David Packard and Bill Hewlett invented test equipment in 1939, and obtained government contracts to continue their work during the war years. In 1945, they were well positioned to lead those who formed or worked for companies that were the foundation of Silicon Valley - Varian Sylvania, Philco-Ford, GE and Lockheed.

Industrialization and Urbanization 1945-1991

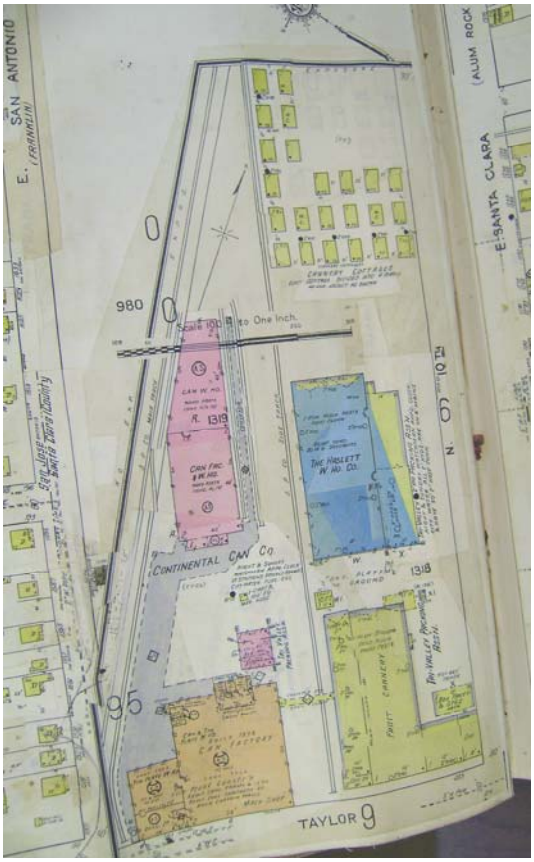
During WWII social changes occurred. Women who became part of the war-effort work force were then less content to stay at home. Able to work outside the home or to volunteer these women made it very desirable to have two cars in each family. This was not lost on the home builders who included a two car garage with most homes after 1945. With more automobiles available, commercial centers were no longer tied to the bus or street car line; thus they spread out along all the major roads. At the same time, changes in building safety codes required additional exiting and other modifications to second floor spaces primarily in the downtown. Without the guarantee of higher rents, many owners did not correct the deficiencies so the upper story spaces became vacant.

After WWII, the population of San Jose rose dramatically. City leaders launched campaigns to attract non-agricultural industries and house building led construction in the Valley. The post-war community of 95,000 in 1950 became the urban hub of 500,000 by 1975, while the area of the City grew from 17 square miles to 120 square miles as land annexed for housing tracts, commercial centers and industrial complexes replaced orchards. As new technologies advanced the competition for resources, water and sewer treatment capacity were the final blow to the canneries. The reduction in orchards and farms in the Santa Clara Valley meant produce had to be transported into the canneries and the finished product transported to the distribution centers. To reduce cost the canneries closed in the Santa Clara Valley and if they remained in business, located in the Central Valley closer to the orchards and farms.

San Jose entered a period of change after 1960, that lead to yet another economic boom with high-tech, electronics and the internet.



Sanborn Insurance Company Map (section p.3) 1915-updated to 1930



Sanborn Insurance Company Map (section p 3) 1915-1935

Photograph of the Continental Can Factory remodeled for Gordon Biersh Brewery; below the Continental Can Company Warehouse.

Photograph # 1
Continental Can Company Warehouse 385-395 E. Taylor St. San Jose, CA
View: south end of Cannery Warehouse
Date: 8/20/08
Camera Facing: NW
Records: Urban Programmers
10710 Ridgeview Ave.
San Jose CA 95127

B10 Significance:

By 1926, the company operated from a strong central corporate structure headquartered in Chicago. The factory on E. Taylor St., initially operated in the wood frame building constructed for the G. N. Easton Can Company until a new building was constructed in 1934. The new factory was to manufacture 3 part tin cans (top, bottom and cylinder). The cans were transported to several canneries, however the proximity, adjacent to the Tri-Valley Packing Association, allowed cans to be transported by overhead conveyor as well as by pallets moved by vehicles. During the 1930's the company grew quickly as cans became the accepted container for most processed food as well as beer and carbonated beverages. In 1934, a new reinforced concrete two-story factory was constructed at Plant #17 in San Jose (replacing the Easton Can Company buildings). By 1942, Continental Can Company was the second largest national manufacturer, yet it was only half the size of American Can Company, the leader. Together they manufactured 75per-cent of all tin cans in the Nation. Both companies expanded their product line to include "tin cans", paper goods, corrugated cardboard boxes and crown bottle caps. Continental Can Company also grew by adding licensed affiliates manufacturing cans in Europe, a tactic that proved very beneficial and allowed Continental Can Company to pass American Can as the largest manufacturer for a brief period in the late 1950's. At the same time, California was beginning an industrial relocation movement as urban areas spread residential development into the orchards and areas occupied previously by industrial plants.

By the late 1950's the economy was diversifying and high-tech industries were displacing agriculture as new campus facilities were constructed where orchards or farms had been. The farms, orchards and canneries began to relocate toward the (still rural) center of the State. With the relocation of the canneries to the Central Valley, Plant #17, was in the wrong location to be efficient and was considered too expensive to retool for the new 2-part, or pop-top can. The plant continued to diminish production through the 1960's. In an Oakland Tribune article (5/21/1976:117) the San Jose plant is described as only operating seasonally.

To retain customers and discourage companies such as Campbell Soup from forming their own can factories, Continental Can created new efficient factories within major processing plants thereby reducing transportation time and cost to the food processing company. As profit margins dropped the company diversified acquiring businesses in other industries including the financial sector and oil and gas. In the 1980's, the company seeing it's future in energy rather than containers, engineered a sale of the diversified Continental Group to Nebraska building contractor Peter Kiewit, Inc. Ironically, within a year, the company was dismantled with energy, oil and gas, and financial sections sold, returning the core business in the 1990's, to making cans, boxes, paper-ware, and plastic containers.

B10 Significance:
When Continental Can Company Plant #17 closed in 1980, it was one of 15 plants that were listed as no longer efficient because they were no longer close to the canneries or beverage manufacturers. The property of the company extended to buildings on the north of Mission St. to Warren Way, from N 7th to the railroad. The buildings appear to have been used for warehousing until they were sold. In 1986, the property was sold to Stan Davis and Metropolis West. This partnership planned to redevelop the site. The main building was leased to Gordon Biersch Brewery in 1988, while the two story warehouse building in the rear was divided and remodeled along the modular sections of the original building and leased to small businesses.

Historical Context

The Spanish Period 1777-1821

Exploration of Alta California brought the Spanish to the San Francisco Bay Area. The initial discovery of the Santa Clara Valley was by Sergeant Jose Ortega of the Portola Expedition in 1769, who chronicled the abundance of timber, rich soil and a native population that could become a work force. In November 1777, Lt. Jose Joaquin Moraga, representing the King of Spain, and 14 families, a total of 66 people, left the Presidio San Francisco to establish the first civil settlement in California. The agricultural community that became San Jose was located along the Guadalupe River at Taylor Street, moving in 1792 to the Market and San Fernanco Streets. Each family was provided a lot for a house and allocating "suertes" farming plots which could be used but not sold, and surrounding the Pueblo, common lands for grazing.

During the Spanish period, farming produced beans, corn, wheat, hemp, flax, seasonal vegetables and fruit. The basic industry of the area revolved around the crops, milling and hemp/flax thread, candles and soap- the necessities. A poor quality wine and brandy were made from small vineyards and orchard fruit. As the cattle herds grew, hides (leather) and tallow (fat and rendering) became important in the local economy. Surplus food and goods made by the Pueblo were sent to the Presidios or traded with the sailing ships through the ports of Alviso, Monterey, Yerba Buena, and Santa Cruz.

Mexican Period (1822-1846)

Change was brought about by the 1810, civil war in Mexico which relaxed the regulations and destroyed the economy within the Pueblo. In 1822 Mexican governmental control replaced Spain's. The two most important and long term changes were the secularizing of Mission lands and, in 1824, the granting of large land holdings (ranchos) to any person who settled an unoccupied tract of land. Within Santa Clara Valley there were 38 land grants issued between 1833 and 1845, 15 of which were within the lands formerly held by the Pueblo (Laffey 1992:2).

Another change was allowing foreigners to settle in California. In 1835, approximately 700 residents lived in the Pueblo; 40 were foreign, mostly English or Americans. By 1845, the population had grown to 900; almost 200 were Americans. The Americans were interested in business and transforming the Pueblo with American style industry and commerce. Ranching and agriculture became the predominant industries. By 1846, when the Americans occupied the territory, their numbers were sufficient to take control.

B10 Significance:
Historical Context

The Early American Period (1846-1869)

This turbulent period was marked by change; the influx of American settlers to the Mexican community; the dramatic change from the established governing systems of Spain, then Mexico to the English/American legal system; and an agrarian economy to the beginning of industry in the local economy. Land ownership was particularly difficult since the Mexican Government had granted large holdings with little documentation of boundaries; the two cultures often disagreed on how to adjudicate differences.

The gold rush of 1848-49 brought a sudden influx of primarily Americans to California. People needed food and services that were not immediately available. The businessmen of San Jose quickly developed hotels, saloons, theaters, and stores ready to sell whatever the miners needed. So prominent was the City that it was selected the first State Capitol in 1850 and although it lasted only two years, this provided incentive for even more urban development.

Outside the city proper, farms, orchards and vineyards started to fill the Valley. However, the stock of vines and trees did not significantly improve until 1851-53 when Antoine Delmas and then Louis Pellier imported European vines and scions that could be grafted to the hardy mission grape stock. They were followed by Etienne Thee and Charles Le Franc, who by 1857, had formed the Almaden Vineyards.

Infrastructure continued to develop to support the population growth. Natural gas was piped to buildings and street lights in San Jose and Santa Clara in 1861. Five years later, San Jose Water Company incorporated to provide piped water to residents followed closely by the City installing the first sewers. Transportation, using horse drawn carriages, was established between Santa Clara, San Jose and Saratoga-Los Gatos, to be replaced by Samuel Bishop's Street Car line in 1868. This line extended from Santa Clara eventually ending at the Alum Rock Reserve (park) in the east hills.

A subtle change was occurring in agriculture with a switch from grazing lands to planted grain fields, primarily wheat, filling the valley floor. The economy was changing from cattle-based to wheat and seasonal fresh fruit. Fruit orchards planted by the Mission supplied apples and pears to the miners showing the profit potential that could be made by raising fruit. By the end of 1850, San Jose was home to several professional orchardists and nurserymen including Louis Pellier, who opened City Nursery on the northeast corner of San Pedro and Chaboya Alley in 1850. Just 10 years later, 106,000 fruit trees thrived in the county and 156,000 grape vines; orchards were planted in all directions extending from the City (Arbuckle 1984:155).

B10 Significance:
Historical Context

This early period ends with the coming of the railroad. The first line was between San Francisco and San Jose opening in 1864, and in 1869, the Central Pacific line started from San Jose to Niles. The transcontinental railroad that connected Santa Clara Valley to the eastern states allowed access for the local agriculture and goods to be sold into the world's markets.

Horticultural Expansion 1870-1918

Orchards transformed the Valley floor and hillsides by the late 1870's, leading to over production during the harvest season. Grape growing found a desirable market in the late 1870s, and into the 1880s because wine was in high demand and fruit that could not be dried, remained a seasonal commodity. "By the end of the 1880's Santa Clara County had 15,000 acres of vine and 478 viticulturists. producing 2,500,000 gallons of wine a year" (Arbuckle 1984:176). Orchards with many varieties of fruit spread in all directions spawning small villages that offered services and conveniences for the rural families. Evergreeen in the southeast, Berryessa in the northeast, The Willows in the west, Saratoga and Los Gatos, were all connected by fruit orchards. The most popular fruit was the small French prune imported by Louis and Pierre Pellier, known as the "la Petite Prune d'Agen" a fruit that would lead the agricultural industry in Santa Clara Valley. A fruit in high demand all over the world the prune grew to be a $43,000,000 a-year- industry in California (Arbuckle, 1984:163). Throughout the Horticultural Era and into 1970, when the industry was ending, the prune was grown in ratios of approximately three to one of the next species, apricots (Arbuckle,1984:163). Drying fruit was a relatively natural and low-cost process that attracted immigrants into the orchard business. But, drying fruit in the open was subject to weather conditions and not suitable for all types of fruit. The abundance of the orchards demanded a new process to preserve the fruit for sale outside the harvest season.

Food processing started in France in the 1850's. However, locally it was Dr. James Dawson who invented the process in his home laboratory in 1871. Companies formed to manufacture all types of equipment to support the joint industries; orchard sprayers, food processing machinery, and tractors all were made in San Jose. With superb growing conditions and land for vast orchards, the canning industry grew quickly in San Jose, as did support industries of box, basket, and can factories. Mergers of the smaller or specialized companies led to some of the largest corporations, such as FMC, that started as Bean Pump and Spray Company merging with Anderson –Barngrover, Hull and Cunningham. During the same period, vineyards were also bountiful and Paul Masson in Almaden, Pierre Mirassou and William Wehner in Evergreen were all producing wines from grapes grown on the hillsides around the Valley. Those involved in the varying aspects of Food processing, growers, canners and dryers each fought to control their profits, often at the expense of the others. The factions organized separately to form their own support organizations beginning a chain of associations and mergers that extended in to the 1950's.

As the economy grew so did urban development, expanding from First Street to Second and, two years after the Chinatown fire of 1887, a new City Hall was constructed in the Plaza, and in 1893, a new Post Office on Market Street. During the 1880's three and four-story bank buildings were constructed on all four corners of Santa Clara and First streets. During this time, business moved south from Santa Clara Street, spurred on by T.S. Montgomery who developed several large city blocks.

B10 Significance:
Historical Context

As the City expanded so did the infrastructure. By 1881, electricity, was provided by several private companies operating from different locations around the City. In the same year J.J. Owen, owner of the San Jose Mercury was instrumental in having a light tower constructed at the corner of Market and Santa Clara streets. Electric arc lamps that had replaced the gas lamps were replaced in 1912, with incandescent lights on the downtown streets.

Automobiles were first seen in the Valley in the 1890's, with the State's first auto manufacturing, garage and gas station established in San Jose by the turn of the century. The first "garage" was opened by Clarence Letcher in 1900 followed by his first gas station in 1902. The first motor bus line in the state began service from San Jose to Mt. Hamilton in 1910. It was then possible to take the bus to the San Jose Country Club established in 1899, on Alum Rock Avenue.

The first regularly scheduled radio station was started in San Jose in 1909, when Dr. Charles Harold broadcast from his offices at the corner of First and San Fernando streets.

Development continued throughout the City. Most of the vacant lots were filled with houses or small commercial buildings during the 1880's. The Hensley property was divided in 1886, as was College Park off The Alameda followed by the subdivision of General Naglee's estate in 1902 and Hanchett Park in 1907. During this period, the City annexed the Gardiner District and the City of East San Jose in 1911, and a year later an unusual annexation was the 100 foot wide strip of land along N. First Street leading to Alviso. Streets that began in the center of the city, extended to connect the rural corners of the Valley. Although they changed names outside the core, the convenience of a connected valley was perfect for the automobile and truck traffic that took hold during this era.

Inter-War Period 1918-1945

Three projects that started in the 1920's and completed by 1939, were particularly important in the development of San Jose. The first was the connection of Bayshore Highway from N. First Street to San Francisco; the second was the formation of the Santa Clara Valley Water Conservation District to alleviate the falling level of ground water; and the third was the selection and development of Moffett Field as a military base, for which San Jose campaigned heavily.

After several years of attempting to block the effects of the Volstead Act in Santa Clara Valley, the winemakers were faced on February 20, 1920 with following the provision of the Eighteenth Amendment to the U.S. Constitution "prohibiting the sale and manufacture of intoxicating liquors until the conclusion of the present war and thereafter until the termination of demobilization, the date of which shall be determined and proclaimed by the President of the United States. The words "beer, wine, or other intoxicating malt or vinous liquors" in the War Prohibition Act shall be hereafter construed to mean any such beverages which contain one-half of 1 per centum or more of alcohol by volume" (Volstead Act; Title one, 1919).

Photograph # 2
Continental Can Company Warehouse -385-395 E. Taylor Street, San Jose CA
View: from south to north on front façade
Date: 8/20/08
Camera Facing: NW
Records: Urban Programmers
10710 Ridgeview Ave.
San Jose CA 95127

Photograph # 3
Continental Can Company Warehouse -385-395 E. Taylor Street, San Jose CA
View: front façade, north end facade
Date: 8/20/08
Camera Facing: SW
Records: Urban Programmers
10710 Ridgeview Ave.
San Jose CA 95127

Photograph # 4
Continental Can Company Warehouse -(385-395 E. Taylor Street, San Jose CA
View: rear façade, north to south
Date: 8/20/08
Camera Facing: SE
Records: Urban Programmers
10710 Ridgeview Ave.
San Jose CA 95127

Photograph #5
Continental Can Company Warehouse - 385-395 E. Taylor Street, San Jose CA
View: south end façade, seismic bracing and deterioration on upper brick where stair structure was attached.
Date: 8/20/08
Camera Facing: N
Records: Urban Programmers
10710 Ridgeview Ave.
San Jose CA 95127

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code Reviewer Date

Page 1 **of** 27 ***Resource Name or #:** (Assigned by recorder) Tri-Valley Growers - Cannery

P1. Other Identifier:

***P2. Location: Not for Publication** X **Unrestricted**

***a. County** Santa Clara **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** West San Jose **Date** 1980 **T** __; **R** __; __ **3 of** __ **3 of Sec** __; _____ **B.M.**

c. **Address** 385-395 E Taylor St **City** San Jose **Zip** 95112

d. **UTM: (Give more than one for large and/or linear resources)** Zone 10, 598247 mE/ 41,34737 mN

e. **Other Locational Data**: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN 249-09-01

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The area is a mix of uses with new high-density residential development replacing the former industrial sites, many of which had been associated with food processing. To the immediate west is Gordon Biersch Brewery, the former Continental Can Company Factory and beyond the Union Pacific rail right of way, to the east is the former Tri-Valley Fruit Receiving Building, N. 10th Street and concrete warehouses, surface lot storage and metal clad buildings; to the south across E. Taylor St is multi-family development; and to the north warehouses and surface storage across the abandoned Mission Street. Continued p.3

***P3b. Resource Attributes:** (List attributes HP2 and codes) HP- 8 Industrial Building

***P4. Resources Present:** Ξ Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession #) Rear& West façade of the Tri-Valley Cannery

***P6. Date** 1920-1956
Constructed/Age and Source:
Assessor's Records, permits

X Historic Prehistoric Both

***P7. Owner and Address:**
Cannery Park I
CP Associates, LLC
Cannery Park II
CP-2 Associates, LP
1475 Powell St
Emeryville CA 94608

***P9. Date Recorded:** 9/11/08

***P10. Survey Type:** (Describe)
Project specific

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.")
San Jose Historic Resource Inventory, Jackson-Taylor Residential Strategy Plan.

***Attachments:** NONE Location Map

X Continuation Sheet X Building, Structure, and Object Record
Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6L

 *Resource Name or # (Assigned by recorder) Tri-Valley Growers Cannery

B1. Historic Name: California Co-Operative Canneries (Cannery)
B2. Common Name: Cannery Park
B3. Original Use: Industrial Cannery B4. Present Use: Light Industrial-multi-tenant

***B5. Architectural Style:** Contemporary - Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Cannery 1920, additions 1934,1938,1944,1947,1956,1961 and remodeled for multi-tenant use 1983-2000

***B7. Moved?** X**No** **Yes** **Unknown** **Date:** _____ **Original Location:**
***B8. Related Features:**

1956 Tri-Valley Fruit Receiving and processing building, 1934 Continental Can Factory Building (Gordon Biersch)

B9a. Architect: unknown/none b. Builder: 1920 Unknown, 1956 Carl N. Swenson Company, 1980-2000 Multiple architects and contractors
***B10. Significance: Theme** Industry **Area** San Jose
Period of Significance 1920-1960 **Property Type** Cannery **Applicable Criteria** NA
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Tri-Valley Growers Cannery building is not individually eligible for listing in the National Register of Historic Places due to the loss of integrity. It does not appear eligible for listing in the California Register of Historic Resources, also due to the loss of integrity. The former cannery building rated 41.49 points a Structure of Merit under the San Jose Historic Landmark Criteria, primarily for its past association with the fruit processing industry in San Jose.

California Co-Operative Canneries (Association) constructed a wood frame building on the site in 1919-1920. The building, smaller than the current one, had corrugated metal siding on the outside. The building was remodeled and enlarged several times while used as a cannery. Extensively remodeled in the 1980's, it is stucco covered with multiple entries, and c. 1980's window systems to accommodate the multi-tenant use. The building also has contemporary structures to denote the main entrances. The theme is Industry & Manufacturing (food processing) 1920-1960 in San Jose. The period of significance corresponds to the period when many canneries were constructed in San Jose and ends with the decline in production and decade when most canneries ceased to operate. The building from the decades 1920-60, has been extensively altered and lacks integrity. Continued page 3

B11. Additional Resource Attributes: (List attributes and codes) HP 8
***B12. References:**

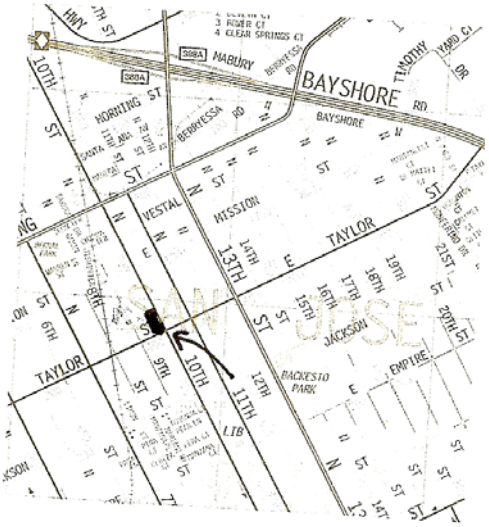
see continuation sheet 26

B13. Remarks:
***B14. Evaluator:** Bonnie Bamburg

***Date of Evaluation:** September 19, 2008

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

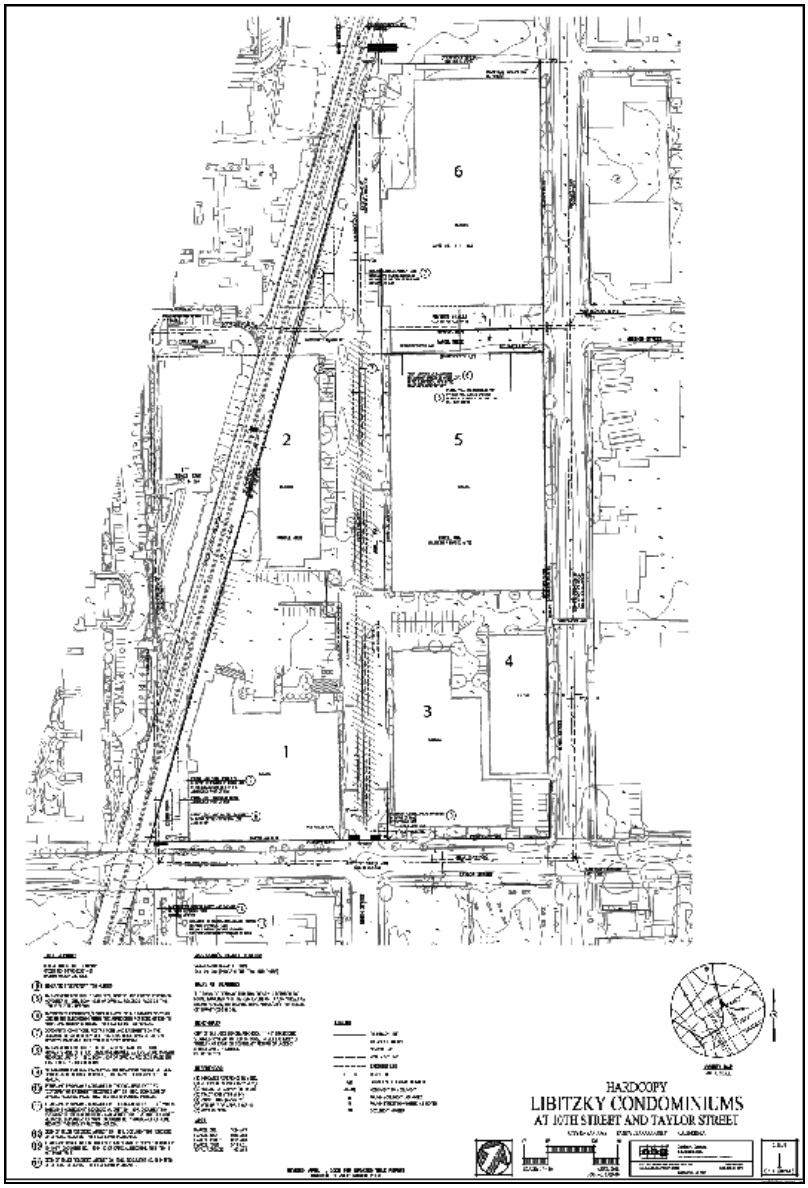


P 3: Description

pavement, is a section of a frame and covered housing for a 1961, conveyor system that, at one time, connected the empty can warehouse with cannery on the west side of N. 10th Street.

The cannery building is on the east side of the abandoned N. 9th Street alignment, as are the Tri-Valley Growers warehouses. On the west are the buildings of the former Continental Can Company. The abandoned street is parking.

The buildings and spaces of the former cannery complex were remodeled beginning in 1983,for multi-tenant use, commercial, office, and light industrial, and no longer exhibit the architectural design and spatial connections of the previous Tri-Valley Growers Cannery site.



Building #1-Continental Can Factory

Building #2- Continental Can Warehouse

Building #3 -California Co-Operative Canners Assoc, (TVG)

Building #4 -Tri-Valley Packing Assoc. (TVG)

Building 5 & 6 Haslett & Tri-Valley Growers Warehouses (building 6 is not part of the proposed development)

Figure # 1 Diagram of the Buildings in the Cannery Park I & II proposed development.

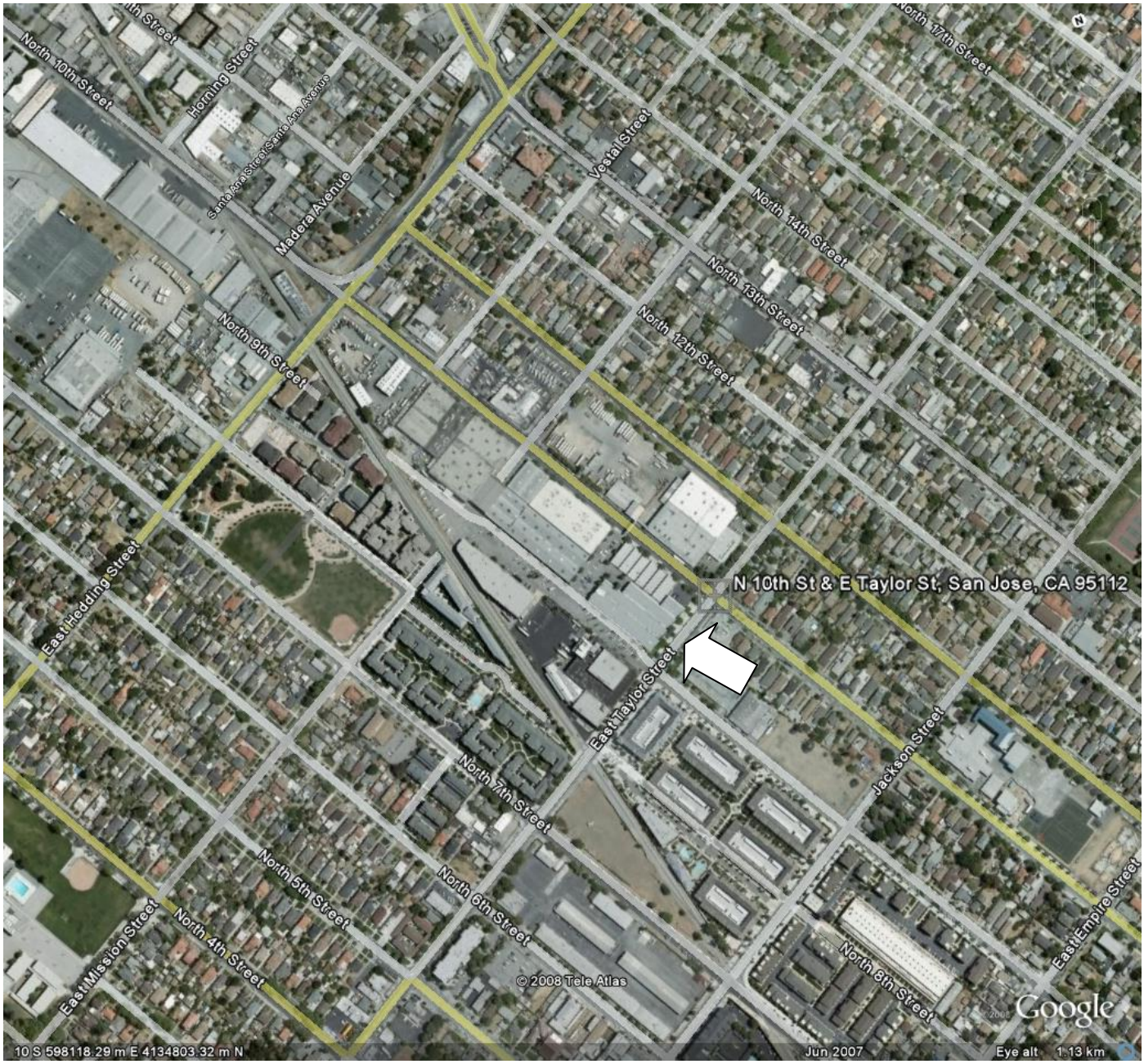
P 3: Description

The former cannery building is a two-story wood frame building that was originally a rectangle and was enlarged to the west and with an extension to the east forming an "L". The Sanborn Map updated to 1930 shows a one and two-story wood frame building with metal siding and offices facing onto E. Taylor Street. It appears to have been constructed with a doubled pitched roof with windows along the eastern side of the pitch. As part of a remodeling, random skylights are in the roof. Parts of the building have been demolished, an office section to the east has been demolished creating an open space at the corner, a section from the north of the building is also gone. Today, on the west facade there is a band of contemporary metal frame windows at the top of the second level, below the false parapet and cornice. On the east façade the band of windows appear c. 1956, with metal frames and industrial glazing. Contemporary, regularly spaced entries and windows are on the east and west facades, incorporating roll up industrial doors, some of which appear in locations that might remain form the 1956 remodeling. The building was constructed with three distinct sections; the two-story section on the west that was used for syrup on the second level, and a one story (18') cannery area with a slightly lower (12') one-story office to the east. The sections were constructed on a concrete floor with wood posts supporting the roof system running north to south. The building is shown to be much the same in 1930, 1935, and 1950 as documented by the Sanborn Insurance Co. maps, page 3. In late 1955, Permit # 20622 was issued for Carl N. Swenson Company to construct improvements worth $39,866, replacing the old fruit processing sheds with a new building and remodeling the cannery on the east side of N. 9th Street. The improvements transformed the buildings, removing the assorted smaller buildings, sheds and structures and consolidating the cannery into one large building. A new fruit processing building replaced the fruit receiving sheds.

Another permit was issued in 1961, # 035322-000-BD to replace an overhead conveyor system and alterations to the cannery. The building is shown to be the same construction on the Sanborn Insurance Co. Map 1915 updated to 1967, with an automatic fire alarm and interior walls adjusted as well as the addition on the north façade of a shed for "fruit salad". San Jose Building permit # 096322-000 was issued in 1976, that appears to add stucco to the exterior walls as well as other interior remodeling (complete permit was not available 7/15/08). Then or in the 1980's the structures attached to the building were demolished as was the eastern office portion and then north one story section of the building. Over 40 permits were issued in the mid 1980's-2000, and continue to be issued, for remodeling and tenant improvements.

The south façade (E. Taylor St.) has a curvilinear parapet in an adaptation of Mission Revival style that covers the first two roof gables, the date of this parapet is unknown. A Mission Revival parapet was destroyed when the east building was demolished c1990. The rest of the façade has a straight parapet and cornice. The south and west facades are divided by the floor levels with the lower level primarily window and door openings that are slightly recessed with contemporary metal storefront systems. The upper wall is a cotemporary vertical channel pattern. A contemporary structure of concrete columns and a metal rod structure shaped in a pediment/roof shape denote the main entrance. The north façade has a peaked gable parapet wall and contemporary design elements. The extensively remodeled building does not retain integrity.

P.5. Photographs



Photograph # 1 Tri-Valley Growers- Cannery
Location: 445 E. Taylor Street, San Jose (NW corner of E. Taylor and N. 10th Street)
View: Aerial of N.10th Area
Source: Google Earth Pro
Date: June 2007

P.5 Photographs

Photograph # 2 Former Tri-Valley Growers -Cannery
View: North façade, Remodeled with contemporary materials and design
Date: 9/10/08
Camera Facing S
Records: Urban Programmers

P.5 Photographs

Photograph # 3 Former Tri-Valley Growers -Cannery
View: East facade (former cannery on right) with c. 1956 window band at the top
Date: 9/10/08
Camera Facing S
Records: Urban Programmers

Photograph # 5 Former Tri-Valley Growers -Cannery
View: West facade (facing N.9th Street) Typical storefront window systems and entrances
Date: 9/10/08
Camera Facing E
Records: Urban Programmers

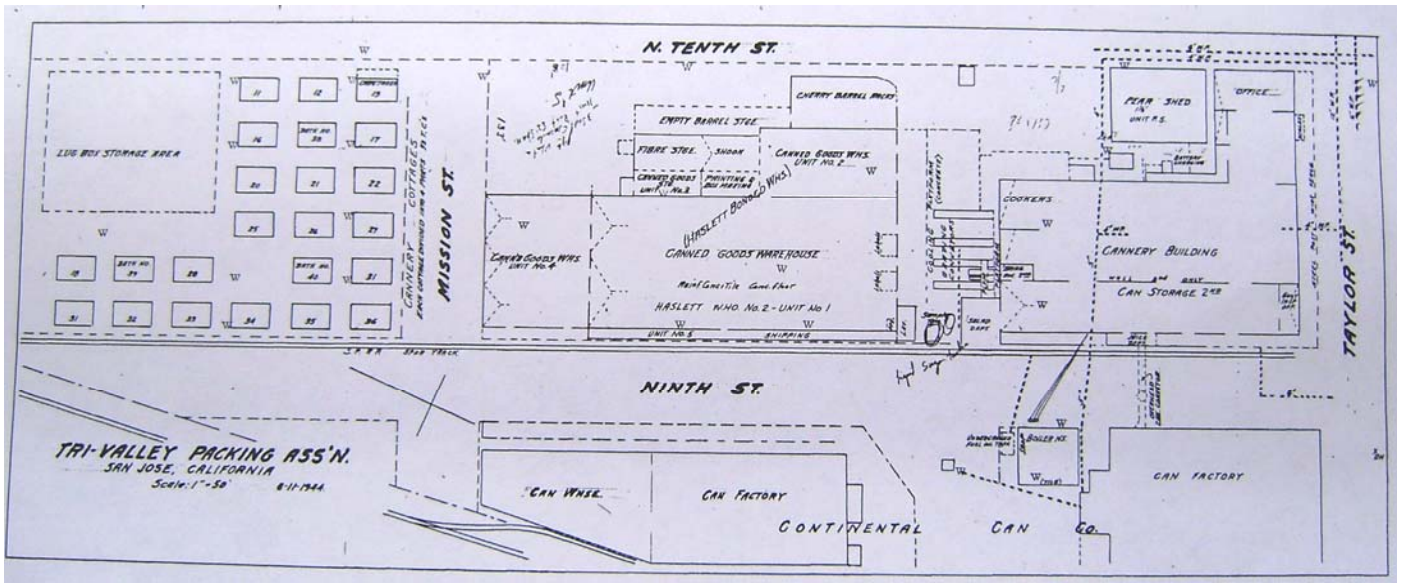


Figure # 2 Diagram of the Tri-Valley Packing Association cannery c. 1944 Cannery is in the upper right corner.
Source: Santa Clara County Assessor's files

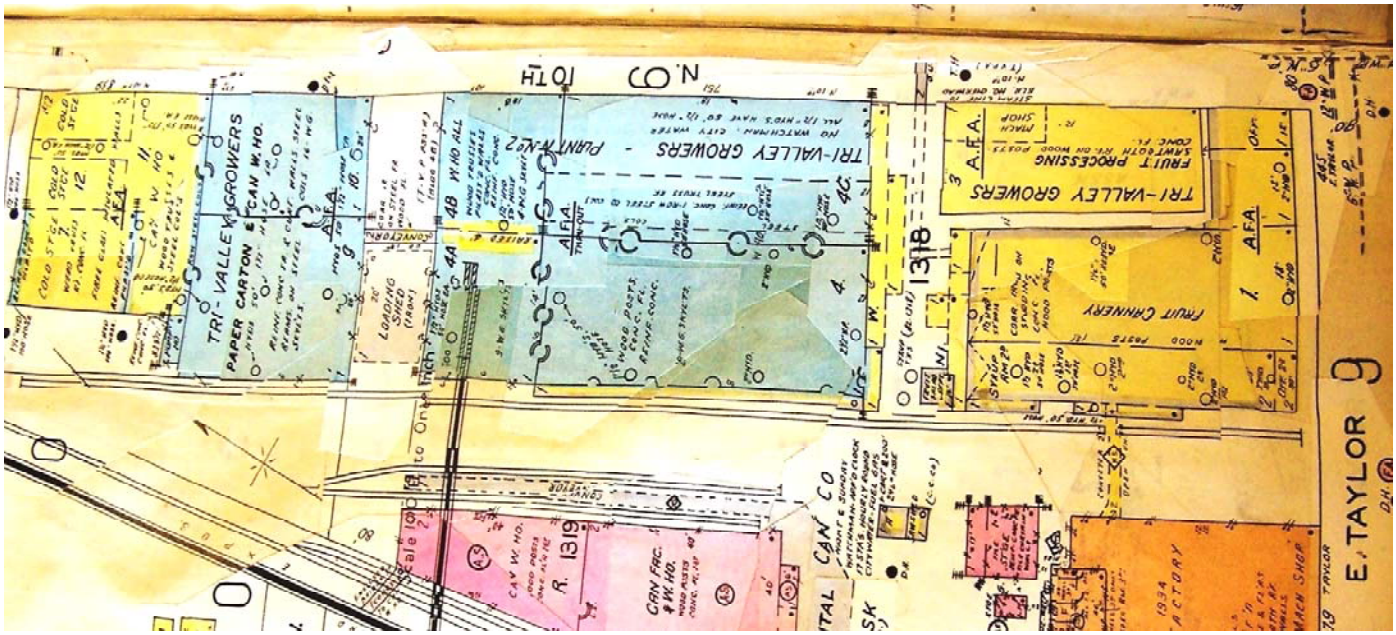


Figure #3 Sanborn Insurance Company Map 1915-1968, page 3 (section) Cannery is in the upper right corner.

B10 Significance:
Historical Context – City of San Jose

Native American Era: to 1810

The Costanoan language group, made up of many autonomous groups, occupied the central coast of California. By1700, the tribelet in the Santa Clara Valley became identified as Oholne. The Oholne people had rather established villages with temporary camps used to gather seasonally available floral and faunal resources along the waterways and away from flooding. The Costanoan aboriginal way of life disappeared by 1810, due to the introduction of EuroAmerican disease, a declining birth rate and the impact of the mission system. (Basin Research Associates 1999)

The Spanish Period 1777-1821

Exploration of Alta California brought the Spanish to the San Francisco Bay Area. The initial discovery of the Santa Clara Valley was by Sergeant Jose Ortega of the Portola Expedition in 1769, who chronicled the abundance of timber, rich soil and a native population that could become a work force. In November 1777, Lt. Jose Joaquin Moraga, representing the King of Spain, and 14 families, a total of 66 people, left the Presidio San Francisco to establish the first civil settlement in California. The agricultural community that became San Jose was located along the Guadalupe River at Taylor Street, moving in 1792 to the Market and San Fernanco Streets. Each family was provided a lot for a house and allocating "suertes" farming plots which could be used but not sold, and surrounding the Pueblo, common lands for grazing.

During the Spanish period, farming produced beans, corn, wheat, hemp, flax, seasonal vegetables and fruit. The basic industry of the area revolved around the crops, milling and hemp/flax thread, candles and soap- the necessities. A poor quality wine and brandy were made from small vineyards and orchard fruit. As the cattle herds grew, hides (leather) and tallow (fat and rendering) became important in the local economy. Surplus food and goods made by the Pueblo were sent to the Presidios or traded with the sailing ships through the ports of Alviso, Monterey, Yerba Buena, and Santa Cruz.

<u>Mexican Period (1822-1846)</u>

Change was brought about by the 1810, civil war in Mexico which relaxed the regulations and destroyed the economy within the Pueblo. In 1822 Mexican governmental control replaced Spain's. The two most important and long term changes were the secularizing of Mission lands and, in 1824, the granting of large land holdings (ranchos) to any person who settled an unoccupied tract of land. Within Santa Clara Valley there were 38 land grants issued between 1833 and 1845, 15 of which were within the lands formerly held by the Pueblo (Laffey 1992:2).

Another change was allowing foreigners to settle in California. In 1835, approximately 700 residents lived in the Pueblo; 40 were foreign, mostly English or Americans. By 1845, the population had grown to 900; almost 200 were Americans. The Americans were interested in business and transforming the Pueblo with American style industry and commerce. Ranching and agriculture became the predominant industries. By 1846, when the Americans occupied the territory, their numbers were sufficient to take political control and petition statehood.

B10 Significance:

Historical Context Continued:

The Early American Period (1846-1869)

This turbulent period was marked by change; the influx of American settlers to the Mexican community; the dramatic change from the established governing systems of Spain, then Mexico to the English/American legal system; and an agrarian economy to the beginning of industry in the local economy. Land ownership was particularly difficult since the Mexican Government had granted large holdings with little documentation of boundaries; the two cultures often disagreed on how to adjudicate differences.

The gold rush of 1848-49 brought a sudden influx of primarily Americans to California. People needed food and services that were not immediately available. The businessmen of San Jose quickly developed hotels, saloons, theaters, and stores ready to sell whatever the miners needed. So prominent was the City that it was selected the first State Capitol in 1850 and although it lasted only two years, this provided incentive for even more urban development.

Outside the city proper, farms, orchards and vineyards organized by new immigrants started to fill the Valley. However, the stock of vines and trees did not significantly improve until 1851-53 when Antoine Delmas and then, Louis Pellier imported European vines and scions that could be grafted to the hardy mission grape stock. Etienne Thee followed them and Charles Le Franc, who by 1857, had formed the Almaden Vineyards in the low foothills off Blossom Hill Road.

Infrastructure continued to develop to support the population growth. Natural gas was piped to buildings and street lights in San Jose and Santa Clara in 1861. Five years later, San Jose Water Company incorporated to provide piped water to residents followed closely by the City installing the first sewers. Transportation, using horse drawn carriages, was established between Santa Clara, San Jose and Saratoga-Los Gatos, to be replaced by Samuel Bishop's Street Car line in 1868. This line extended from Santa Clara eventually ending at the Alum Rock Reserve (park) in the east hills.

A subtle change was occurring in agriculture with a switch from grazing lands to planted grain fields, primarily wheat, filling the valley floor. The economy was changing from cattle-based to wheat and seasonal fresh fruit. Fruit orchards planted by the Mission supplied apples and pears to the miners showing the profit potential that could be made by raising fruit. By the end of 1850, San Jose was home to several professional orchardists and nurserymen including Louis Pellier, who opened City Nursery on the northeast corner of San Pedro and Chaboya Alley in 1850. Just 10 years later, 106,000 fruit trees thrived in the county and 156,000 grape vines; orchards were planted in all directions extending from the City (Arbuckle 1984:155).

B10 Significance:
Historical Context Continued

This early period ends with the coming of the railroad. The first line was between San Francisco and San Jose opening in 1864, and in 1869, the Central Pacific line started from San Jose to Niles. The transcontinental railroad that connected Santa Clara Valley to the eastern states allowed access for the local agriculture and goods to be sold into the world's markets. Movement of fresh fruit had to occur in a timely way and this lead to monopolistic pricing by the railroad, particularly Southern Pacific.

Horticultural Expansion 1870-1918

Orchards transformed the Valley floor and hillsides by the late 1870's, leading to over production during the harvest season. Grape growing found a desirable market in the late 1870s, and into the 1880s because wine was in high demand and allowed a year round market. Fruit that could not be dried, remained a seasonal commodity. "By the end of the 1880's Santa Clara County had 15,000 acres of vine and 478 viticulturists. producing 2,500,000 gallons of wine a year" (Arbuckle 1984:176). Orchards with many varieties of fruit spread in all directions spawning small villages that offered services and conveniences for the rural families. Evergreeen in the southeast, Berryessa in the northeast, The Willows in the west, Saratoga and Los Gatos, were all connected by fruit orchards. The most popular fruit was the small French prune imported by Louis and Pierre Pellier, known as the "la Petite Prune d'Agen" a fruit that would lead the agricultural industry in Santa Clara Valley. A fruit in high demand all over the world the prune grew to be a $43,000,000 a-year- industry in California (Arbuckle, 1984:163). Throughout the Horticultural Era and into 1970, when the industry was ending, the prune was grown in ratios of approximately three to one of the next species, apricots (Arbuckle,1984:163). Drying fruit was a relatively low-cost process that attracted immigrants into the orchard business. But, drying fruit in the open was subject to weather conditions and not suitable for all types of fruit. The abundance of the orchards demanded a new process to preserve the fruit for sale outside the harvest season.

Food processing started in France in the 1850's. However, locally it was Dr. James Dawson who invented the process in his home laboratory in 1871. Companies formed to manufacture all types of equipment to support the joint industries; orchard sprayers, food processing machinery, and tractors all were made in San Jose. With superb growing conditions and land for vast orchards, the canning industry grew quickly in San Jose, as did support industries of box, basket, and can factories. Mergers of the smaller or specialized companies led to some of the largest corporations, such as FMC, that started as Bean Pump and Spray Company merging with Anderson –Barngrover, Hull and Cunningham. During the same period, vineyards expanded with Paul Masson in Almaden, Pierre Mirassou and William Wehner in Evergreen, all producing wines from grapes grown on the hillsides around the Valley. Those involved in the varying aspects of Food processing, growers, canners and dryers each fought to control their profits, often at the expense of the others. The factions organized separately to form their own support associations beginning a chain of alliances and mergers that extended in to the 1950's.

As the economy grew so did urban development, expanding from First Street to Second and, two years after the Chinatown fire of 1887, a new City Hall was constructed in the Plaza, and in 1893, a new Post Office on Market Street. During the 1880's three and four-story bank buildings were constructed on all four corners of Santa Clara and First streets. During this time, business moved south from Santa Clara Street, to San Carlos St., spurred on by T.S. Montgomery who developed several large city blocks.

B10 Significance:
Historical Context

As the City expanded so did the infrastructure. By 1881, electricity, was provided by several private companies operating from different locations around the City. In the same year J.J. Owen, owner of the San Jose Mercury was instrumental in having a light tower constructed at the corner of Market and Santa Clara streets. Electric arc lamps that had replaced the gas lamps were replaced in 1912, with incandescent lights on the downtown streets.

Automobiles were first seen in the Valley in the 1890's, with the State's first auto manufacturing, garage and gas station established in San Jose by the turn of the century. The first "garage" was opened by Clarence Letcher in 1900 followed by his first gas station in 1902. The first motor bus line in the state began service from San Jose to Mt. Hamilton in 1910. It was then possible to take the bus to the San Jose Country Club established in 1899, on Alum Rock Avenue.

The nation's first regularly scheduled radio station went on the air in San Jose in 1909, when Dr. Charles Harold broadcast from his offices at the corner of First and San Fernando streets.

Development continued throughout the City. Most of the vacant lots were filled with houses or small commercial buildings during the 1880's. The Hensley property was divided in 1886, as was College Park off The Alameda followed by the subdivision of General Naglee's estate in 1902 and Hanchett Park in 1907. During this period, the City annexed the Gardiner District and the City of East San Jose in 1911, and a year later an unusual annexation was the 100 foot wide strip of land along N. First Street leading to Alviso. Streets that began in the center of the city, extended to connect the rural corners of the Valley. Although they changed names outside the core, the convenience of a connected valley was perfect for the automobile and truck traffic that took hold during this era.

Inter-War Period 1918-1945

Three projects that started in the 1920's and completed by 1939, were particularly important in the development of San Jose. The first was the connection of Bayshore Highway from N. First Street to San Francisco; the second was the formation of the Santa Clara Valley Water Conservation District to alleviate the falling level of ground water; and the third was the selection and development of Moffett Field as a military base, for which San Jose campaigned heavily.

After several years of attempting to block the effects of the Volstead Act in Santa Clara Valley, the winemakers were faced on February 20, 1920 with following the provision of the Eighteenth Amendment to the U.S. Constitution "prohibiting the sale and manufacture of intoxicating liquors until the conclusion of the present war and thereafter until the termination of demobilization, the date of which shall be determined and proclaimed by the President of the United States. The words "beer, wine, or other intoxicating malt or vinous liquors" in the War Prohibition Act shall be hereafter construed to mean any such beverages which contain one-half of 1 per centum or more of alcohol by volume" (Volstead Act; Title one, 1919).

B10 Significance:
Historical Context

The dominant industry remained food processing. Orchards and farms supplied the packing houses and canneries with an abundance of good produce. Circling the City, extending into the foothills orchards predominated the landscape.

Part of the population and job growth was from those who had served in the military and came to attend college in the Valley using the G.I. Bill to help pay expenses. At Stanford University, Dr. Frederick Terman, a gifted professor had an exceptional class and was already seeing some of his students venture into what would become the next economic wave; electronics, and high technology. Students David Packard and Bill Hewlett invented test equipment in 1939, and obtained government contracts to continue their work during the war years. In 1945, they were well positioned to lead those who formed or worked for companies that were the foundation of Silicon Valley - Varian Sylvania, Philco-Ford, GE and Lockheed.

Industrialization and Urbanization 1945-1991

During WWII social changes occurred. Women who became part of the war-effort work force were then less content to stay at home. Able to work outside the home or to volunteer these women made it very desirable to have two cars in each family. This was not lost on the home builders who included a two car garage with most homes after 1945. With more automobiles available, commercial centers were no longer tied to the bus or street car line; thus they spread out along all the major roads. At the same time, changes in building safety codes required additional exiting and other modifications to second floor spaces primarily in the downtown. Without the guarantee of higher rents, many owners did not correct the deficiencies so the upper story spaces became vacant.

After WWII, the population of San Jose rose dramatically. City leaders launched campaigns to attract non-agricultural industries and house building led construction in the Valley. The post-war community of 95,000 in 1950 became the urban hub of 500,000 by 1975, while the area of the City grew from 17 square miles to 120 square miles as land annexed for housing tracts, commercial centers and industrial complexes replaced orchards. As new technologies advanced the competition for resources, water and sewer treatment capacity were the final blow to the canneries. The reduction in orchards and farms in the Santa Clara Valley meant produce had to be transported into the canneries and the finished product transported to the distribution centers. To reduce cost the canneries closed in the Santa Clara Valley and if they remained in business, located in the Central Valley closer to the orchards and farms.

San Jose entered a period of change after 1960, that lead to yet another economic boom with high-tech, electronics and the internet.

B10 Significance:

Background of the Former Tri-Valley Growers Cannery and owners:

California Co-Operative Canneries (Association) was formed in 1919 as an association of independent and small growers (farmers and ranchers) who wanted to derive a better profit from their fruit and vegetables by controlling more of the process from field or orchard to the consumer and thereby better able to negotiate prices. It was a time of large companies such as California Packers Association (CalPak) dictating the price to the growers who could suffer losses or little profit. Transportation and distribution were also controlled to benefit the large companies and thus became more expensive to the independent grower. The Christian Science Monitor of March 18, 1919, ran an article describing the new Association as having capitol of six million dollars and 26 canneries either leased or purchased, including one planned in San Jose. The article continued with statements by writer Aaron Shipero describing the industry as divided into three groups, California Packers Association (Calpak), Swift Company and Armour Company (interests from outside the state) and the new Co-Operative Canneries of California representing the independent and smaller growers. The Association headquartered in San Francisco planned a cannery in San Jose that would be developed on the property at N. 10th and Taylor Streets and be in operation by 1920.

As the first cannery buildings were constructed so was the Haslett warehouse. The Haslett family from Alameda was experienced in warehouse management and often was part of a cooperative, or association cannery site.

The fruit cannery plan included the cannery building, boiler house and separate buildings (sheds) for the box factory, cherry processing, pear shed. With the exception of the boiler house, all appear to have been wood frame with corrugated metal sheathing. The first manager for the San Jose Cannery was one of the founding executives, Vernon Campbell who lived in San Francisco and who became the General Manager of the Association in 1923. Walter J. Holmes Assistant Manager became the Superintendent of the San Jose facility in 1926, a position he held until 1933. The organization had a difficult time with internal operations and keeping the members profitable. In 1931, the members became part of the Tri-Valley Packing Association because it proposed a different mode of operations and payment to the members. In 1932, the San Jose cannery did not operate and was listed as vacant in the Polk City Directory. Newspaper articles during the year describe fruit over-production and not enough storage. Tri-Valley Packing Association (TVPA) was founded by George Pfarr, a Central Valley peach farmer, in 1930 and incorporated in 1932. The intent of Pfarr was to control the process from orchard to consumer, thus achieving the best prices and return to the farmer. Unique to his plan was that all fruit would become one “fruit pool” with the profits at the end were divided among the members on a predetermined ratio. The value to the growers was substantially better than as independents or even with the negotiating power of the California Co-Operative Canneries. Tri- Valley Packing Association (TVPA) moved quickly in 1931-32, to purchase canning facilities and begin business. Canneries were purchased in Visalia, Modesto and San Jose. The former California Co-Operative Cannery and warehouse became Tri-Valley Packing Association’s Plant No.2. with George Pfarr the manager of the San Jose Cannery. At the end of 1932 there were 89 grower members in the association.

B10 Significance:
Background of the Former Tri-Valley Growers Cannery

In 1934, the Continental Can Company occupying the property to the west, replaced the old one-story wood frame warehouse building with a 34 foot tall, two story factory constructed of reinforced concrete and brick. The can warehouse was also enlarged to almost double the size along the railroad. The convenience of the can factory location allowed TVPA to use overhead conveyor belt systems to move cans between the manufacturer, the warehouse and the cannery. This was not only a continence but also allowed access, in addition to the spur line to the main railroad west of the Continental Can Company

The new building removed assorted sheds of the Tri-Valley Packing Association Cannery that required some alterations to the cannery site. In 1934, three building permits totaling $3,200 were issued to add to the building, and another in 1936, for a shed worth $6,00. The Sanborn Map of 1915, updated to 1935 shows the cannery with new buildings, a box factory and fruit receiving shed. The Haslett warehouse has also been enlarged along the N, 10th St. side of the property. In 1937 the another warehouse was constructed with a permit from the City of San Jose with a construction value of $17,500 and in 1938 an addition was added with a permit value of $3,500. Additional alterations were made in 1942 and in 1944, an additional $1,250 were permitted for alterations. There was also a permit to add to the warehouse worth $1,450. Like many companies, TVPA reduced production and the members saw greatly reduced profits during the depression years. The growers were all to ready to increase production as the demand for canned fruit, vegetables and meat increased during WWII, for the domestic market and the military. Prices set by the government were stable and somewhat generous, although there was a shortage of manpower and new equipment that encouraged efficiency and innovation in all aspects of the processes. TVPA began to plan how the canneries would be modernized for efficiency and to compensate for the fewer employees during the war years. The labor issue was not only a shortage of men, but that labor rates dramatically increased effecting profits. Innovation within the cannery workers resulted in devices invented by TVPA in the Modesto cannery to reduce labor, including a peach pitter and pear ripening system that are still in use.

The local canneries had produced record amounts of canned food for government contracts during WWII. At the same time they experienced shortages of materials or machinery to fully modernize until the war ended and companies such as FMC (Food Machinery Corporation) which had supported the war effort, returned to the production of modern food processing equipment which they leased to the canneries. The mechanization required space for an efficient flow from where the fruit entered the system until the sealed cans were stacked for shipment. TVPA made alterations to the cannery by adding a pear shed and a temporary cherry processing building to the east side of N. 10th St. side. The Haslett warehouse was extended to the north with the box factory taking the length of the former building a new section added for barrel racks (olives). However, it was a change in the markets that appears to have brought about a rebuilding of most cannery buildings.

B10 Significance:

Background of the Former Tri-Valley Growers Cannery

Post WWII saw the emergence of regional and national super markets chains that had purchasing departments wanting to deal with companies that offered diversified product lines and those that would transport to the chains distribution centers. TVPA met the challenge by acquiring companies and entering food markets previously left to specialty producers. Crops that traditionally were not important for the canners suddenly became important. Added were Tomatoes, and the various products produced from the tomato, potatoes, and other vegetables and fruits.

By 1945, the Tri-Valley Packers Association's production line had increased occupying sheds and space that had formerly been devoted to the can warehouse. To accommodate this growth, TVPA purchased the land across N 10th Street for expansion activities that would include the truck and crate scale, scale house, can storage, truck parking and a new cherry processing shed. An elevated conveyor structure was built to extend into the service yard.

In November 1955, the City of San Jose issued permit # 20622 to Tri-Valley Packing Association for Carl N. Swenson Company to construct improvements worth $32,000, replacing the old fruit processing sheds with a new building. Permit #36674 in 1957, to remodel the offices in the cannery costing $18,770. The improvements transformed the buildings, removing the assorted smaller buildings, sheds and structures and consolidating the cannery into one large building that would hold the expanded canning line equipment.

The next series of changes to the cannery buildings cane early in 1961, permit# 035332-000 BD was obtained with Permit #36992 BD to replace the overhead conveyor system and attach it to the cannery on the west side of N. 10th St. and the warehouse on the east site of N. 10th St.

When the cannery modernization was completed, the can storage existed on both sides of N. 10 St. A new warehouse on the south half of the block between N. 10th and N. 11th Streets was completed in1968, specifically to be used primarily for filled can storage although it also rotating between the empty cans prior to the canning season and filled cans after the season. At the end of the cannery line, the filled cans were stacked on pallets and moved by forklifts to the yard for distribution. Remnants of the conveyor structure exist across N. 10th Street, but do not connect to the buildings on the west side.

As the decade of the 1960's began, the TVPA was still fighting for market share and contracts with the super market chains, while at the same time trying to reduce costs. To increase their size and product lines, the TVPA began talks with the smaller Turlock Co-Operative Growers. In 1963, the Turlock Co-Operative Growers (TCG) merged with the TVPA to become the Tri-Valley Growers (TVG) with $45 million in annual sales.

B10 Significance:

Background of the Former Tri-Valley Growers Cannery

In 1964, TVG formed a joint venture with another cooperative California Canners and Growers (Cal Can) to create a wholly owned can manufacturing company CT Supply. Also in 1964 the warehouses are acquired by TVG. The next year TVG acquired Oberti Olive Company. In 1966, TVG decided to move its primary canning facilities from San Jose to Modesto and began construction on a "super cannery" costing $15 million. The decision was based upon the fact that many ranchers and farmers were relocated to the central valleys and the suburban development in San Jose was not compatible with the needs of canneries competing for water and wastewater treatment.

By 1968, TVG controlled the process from field and orchard to the wholesale or retail markets, and had become a national leader in supplying canned peaches, pears, apricots and tomatoes to the Country. After acquiring additional fruit lines from Dole Foods in 1969, the TVG was also the California leader for fruit cocktail, a product Dole acquired by purchasing Barron Gray Packing Company, where it was invented. Tri-Valley Growers became one of the nation's largest associations co-operative in the food industry, with well known brands like S & W Fine Foods, Oberti (olives), Libby's, RediPack, Sun Vista, Monarch, Sacramento Tomato Juice and its own Tri-Valley label as well as private labels for grocery chains.

In June of 1969, TVG announced it would close the two plants in San Jose; N. Tenth at Taylor, and S. Fifth and Virginia (formerly Dole Company), by 1970, and transfer the equipment to the new plant in Modesto. All employees were to be offered jobs in the new cannery operation. At that time the association of more than 500 grower members, with headquarters in San Ramon, was marketing 15 different fruit and vegetable crops grown in 25 northern California counties (San Jose News; May 18; 1969).

For a short while, the closed cannery buildings were used for warehousing, and then began to change use. In 1976, San Jose Building Permit # 096322-000 was issued for work at the cannery. The permit documents were not available and the extent of the work is unknown at this time.

Commercial real estate broker, investor and automobile aficionado, Stan Davis and Manhattan based developer James Fusco formed Metropolis West and began purchasing the obsolete industrial buildings in the 1980's. Remodeling of the cannery began in 1983. While operating the buildings as multi-tenant spaces, an ambitious multi-million dollar plan for transforming six blocks was promoted. The San Jose Mercury News article November 17, 1988 page 1F described the San Jose City Attorney's office as citing "the developer for making million-dollar renovations without permits and for zoning, building and fire code violations". The changes to the former Tri-Valley Growers buildings and the Continental Can Company were described as " Adding windows, staircases, roofs, brightly colored architectural details and new tenants". The Cannery Park Plan, submitted to San Jose Planning Department in July 1988, showed a courtyard of canopied boutiques and restaurants, cast iron lampposts and an eclectic mix of tenants, including auto part stores and mechanics, factory outlet retailers in the mall setting ,a classic car museum and artist studios. For several years Mr. Davis and the City were at odds over the development. During this time the City of San Jose conducted studies leading to the City Council

B10 Significance:

adopting the Jackson-Taylor Neighborhood Revitalization Study, including the 1987, Jackson-Taylor Residential Strategy Plan (City of San Jose 1992). Approving this document, the City Council made the decision to establish the area for mid-to-high density residential use with parks and other amenities for the new residents.

In 1995 the property was acquired by the current owners CP-2 Associates L.P. and CP Associates from Emeryville California. Recently a plan for a residential community to share the property with Gordon Biersch Brewery was submitted to the San Jose Planning Department.

During the more than 35 years since TVG sold the property, the City of San Jose has issued over 30 permits for the extensive remodeling and reuse of the buildings for multi-tenants engaged in light industrial, office and commercial uses.

The Former Tri-Valley Growers cannery building is associated with the food processing industry, the economic driving force behind San Jose's growth during the years 1920-1950 when the canneries in San Jose supplied a large percentage of the nations fruit and vegetables with substantial exports to Europe and Asia.

The building that housed the cannery operations during the period of significance 1920-1960, was remodeled in 1956, 1961 and into the decades,1980-2000 when it was significantly altered for multi-tenant use removing most of the architectural elements that defined it as a cannery.

Photograph: Tri-Valley Packers Association Cannery
Location: NW Corner of N. 10th and E. Taylor St.
Date: C. 1960
View: Corner of N. 10th St & E. Taylor St.(section with curvilinear parapet has been demolished)
Source: Santa Clara County Assessor's Files

B10 Significance:
Evaluation of Historical and Architectural significance:

San Jose Historic Landmark

To evaluate potential historic resources it is necessary to identify the context in which the resource could be important to the history of San Jose. The buildings and structures were evaluated and compared under the context of the historic era & theme – Inter-war Period 1918-1945, with the category of Industry & Manufacturing (food processing). This theme is appropriate because it is covers the period when the food processing industry was at its height of importance in San Jose and the time the subject property was developed and operated. However, the era of the canneries extends into the Industrialization and Suburbanization Era 1945-1991. During this later era canneries continued to modernize and adjust to the changes in the market by consolidating after WWII. This provides a rational to extend the evaluation period under the San Jose Historic Preservation Criteria until 1960. Beyond 1950 the rise of other industries diminishes the importance of the agricultural uses even though canneries continue to operate in a declining status for another 15 years, they created a civic problem due to the odors, waste services and water they consume.

San Jose Historic Landmarks Commission's Evaluation for Significance establishes the following levels of significance:

32-0	Non-significant	33-66	Structure of Merit
33-66	Contributing structure to a historic district	67-134	Candidate City Landmark

California Register of Historic Resources

The criteria for listing historical resources in the California Register specifies that an historical resource should be 50 years old, retain integrity to convey the reason for its significance, and must be significant at the local, state or national level under one or more of four criteria. The California Register is modeled on the National Register of Historic Places. To provide a broader identification of local historic resources, the California Register has a lower threshold for integrity. Of the seven elements the National Register requires most to be present in a resource, the California Register accepts "some", generally the visual aspects of the design are required and the property must meet at least one of four criteria. .

National Register of Historic Places

The National Register of Historic Places has established standards for evaluating the significance of resources that are important in the heritage of the nation. Historic resources may be considered important at the local level, state level or national level. To apply the standards the resource must be considered within significant historical contexts. The standards of age (generally 50 years) and integrity must apply as well as one of four criteria. The criteria and guidance are found in the National Register Brief: How to Apply the National Register Criteria for Evaluate, 1995

B10:Significance continued:

San Jose Historic Landmark Evaluation:

1. *Identification or association with persons, eras or events that have contributed to local, regional, state or national history, heritage or culture in a distinctive, significant or important way;*

   The former Tri-Valley Growers cannery building is associated with the food processing industry as one of many canneries in San Jose. Each was somewhat important in the era 1920-1960. The California Co-Operative Canneries Association, Tri-Valley Packing Association and Tri-Valley Growers, were organizations headquartered in other cities and less important to the broad aspects of history in San Jose than those of local origin that has headquarters in the city. The cannery building has been altered to the extent that it does not have sufficient integrity to be identified with the companies or the food-processing era in San Jose. No person or single event of importance has been identified as associated with the site

2. Identification as, or association with, a distinctive, significant or important work or vestige;

   a. Of an architectural style, design or method of construction;

   The building has been remodeled and altered to provide divisions of interior space for separate small businesses and has lost the integrity of a cannery. The remodeled building is not identified with distinctive style, design or method of construction.

   b. *Of a master architect, builder, artist or craftsman*;

   The vernacular architecture of the building has not been identified as the work of a master architect, builder or craftsman. The remodeling constructed by Carl N. Swenson & Company is not distinctive or significant among the buildings designed and constructed by the company.

   c. *Of high artistic merit*

   The building is undistinguished and prior to the remodeling did not exhibit high artistic merit.

   d. The totality of which comprises a distinctive, significant or important work of vestige whose component parts may lack the same attributes;

   The buildings no longer are identified as a working cannery. Individually or collectively, the site is a multi-tenant small business center and is not distinctive of its previous use.

   e. That has yielded or is substantially likely to yield information of value about history, architecture, engineering, culture or aesthetics, or that provides for existing and future generations an example of the physical surroundings in which past generations lived or worked;

   The buildings are primarily constructed of currently used materials and methods in current use. Given the extent of alterations and remodeling, It is unlikely the buildings will yield information of value about history, architecture, engineering, culture or aesthetics.

B10:Significance continued:

San Jose Historic Landmark Evaluation:

f. That the construction materials or engineering methods used in the proposed landmark are unusual or significant or uniquely effective.

The materials, wood steel reinforcing and contemporary metal window systems are common and not significant or uniquely effective in creating a cannery of a multipurpose light industrial space.

1. *The factor of age alone does not necessarily confer a special historical, architectural cultural aesthetic or engineering significance, value, interest upon a structure or site, but it may have such effect if a more distinctive, significant, or important example thereof no longer exists.*

The former cannery building is over 50 years, old enough to be considered for landmark status, but have lost integrity. Other examples of industrial buildings and food-processing buildings exist in San Jose; many constructed of brick have been adapted for other uses.

4.3.2 California Register or Historic Resources- Evaluation

In order to be eligible for the California /Register of Historic Resources, the property must possess not only historical associations but also retain sufficient integrity. *Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resources period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reason for their significance.* According to the National Register Bulletin; *How To apply the National Register Criteria for Evaluation,* integrity is evaluated based on the retention of location, design, setting, materials, workmanship, feeling and association.

Location is the place where the historic property was constructed or the place where the historic event occurred.

The building is on the site where it was first constructed and therefore retains integrity of that element.

Design is the combination of elements that create the form. plan. space, structure, and style of a property. A property's design reflects historic functions and technologies as well as aesthetics. It includes considerations of the structural system; massing; arrangement of spaces; pattern of fenestration, textures and colors of surface material; style, amount and style of ornamentation, and materials, and the arrangement of type of plantings in a designed landscape. The alterations that occurred after 1980 through 2000, consistent with the change in use, have significantly altered the design, exterior and interior.

The cannery design, a very utilitarian and functional building throughout the additions and expansions, 1920-1956, with plain walls and little decoration, is no longer evident. Exterior surfaces

B10:Significance continued:

San Jose Historic Landmark Evaluation:

have been changed as has the fenestration on three facades. Decorative elements have been added in dramatic window shapes and entrance structures. The building does not retain the design of the former cannery.

Setting is the physical environment of a historic property. Setting refers to the character of the place in which the property played its historical role.

The 1920 cannery was set in an environment of industrial activity and in proximity to the main line railroad, with spur rail lines later conveyor systems, a Boiler House, steam lines, water tanks and drainage systems as well as several working sheds.

The setting has been compromised by the alterations to the cannery building and those in proximity to it. The loss of typical elements, power plane, railroad lines and drainage diminish the setting of the former cannery.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. A property must retain the key exterior materials dating from the period of its historic significance.

Portions of the structural system remain inside the walls of the building and in the roof and foundation. Alterations to the former cannery have significantly diminished the pattern of the pre 1980 building with decorative exterior siding and multiple openings, decorative windows and entries. The materials of the former cannery have been significantly diminished no longer retaining integrity..

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. .It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object or site. Examples of workmanship in historic buildings include tooling, carving, painting, graining, turning, and joinery.

As a cannery, the finishes and workmanship were primarily simple and utilitarian. The main representation of workmanship in an industrial building are the basic construction techniques and materials. The workmanship in most of the building has been covered or removed by the post 1980 alterations. The remaining evidence of workmanship is not visible. The element of workmanship is significantly diminished and because it is not visible, the element is not considered to be retained.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character.

The former cannery does not retain the feeling of a cannery. There is no clear understanding of how fruit entered the cannery was processed and the cans eventually shipped by rail or truck. The building does not retain integrity of feeling.

B10:Significance continued:

California Register of Historic Resources Evaluation:

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer.

The building has been extensively altered for multi-tenant use. The link to the Tri-Valley Packing Association and Tri-Valley Growers can not be seen or understood by observers. The building does not retain integrity of association.

Integrity Evaluation: The California Register of Historic Resources is based upon the National Register of Historic Places. However the California Register has a lower threshold for integrity. The State Office of Historic Preservation provides guidance for assessing the integrity of properties important under Criteria 1 & 2.

A property important for association with an event, historical pattern, or person Ideally might retain some features of all seven aspects of integrity. Integrity of design and workmanship, however, might not be as important to the significance and would not be relevant if the property were a site. A basic integrity test for a property associated with an important event or person is whether a historical contemporary would recognize the property as it exists today.

The extensive remodeling and alterations significantly diminish the property's overall integrity. The building retains minor parts of the elements of elements of integrity, however these are not sufficient to retain integrity. To be eligible under criteria 1, it would need to retain some integrity in each element. It no longer retains the majority of elements to be eligible under criteria 3.

Criteria 1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States:

The former Tri-Valley Growers property was considered under the historical context of the Inter-war period 1918-1945 within the theme of agriculture (fruit-processing) and secondarily industrial architecture. During this period, food processing dominated the economy of San Jose, also effecting social and civic activities. Canneries, that were established in the earlier context period of Horticulture 1870-1917, were greatly expanded or developed in new locations, generally on the perimeter of the City. The new canneries and their related industries are evidence of the significant contribution of this industry to the economy of the city and county. The significant physical element in this category is the cannery. The subject buildings, structures and yard developed for cannery use, have been redeveloped for small business tenants eliminating most historic architecture and much of the materials. Although the association to the property exists, the buildings do not retain integrity of the association or architecture. The main cannery building does not exhibit visual identity with the former use, and therefore do not meet the California Register of Cultural Resources criteria. The property is not eligible under Criteria 1 due to a loss of integrity.

B10:Significance continued:

California Register of Historic Resources & National Register of Historic Places Evaluation:

Criteria 2. It is associated with the lives of persons important to local, California, or national history;

The Tri-Valley Growers property was associated with the business of fruit canning, It does not appear the property was directly associated with individual persons important to local, state or national history. The property is not eligible under Criteria 2 because no individuals associated with the property were important in the history of San Jose, California or the Nation.

Criteria 3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values;

The light-industrial site, formerly the Tri-Valley Growers cannery, has been remodeled and does not embody the distinctive characteristics of the former cannery plant. The buildings have been altered by the addition of contemporary window systems cut into the walls and surface changes, as well as new architectural elements attached to the buildings. The structures around the buildings, conveyor systems and rails have been removed eliminating the identity of cannery operations, circulation, storage, power and conveyors. The redeveloped buildings do not embody distinctive characteristics of a type, period, region or method of construction, or represent the work of a master, nor do they possess high artistic values.

Criteria 4. It has yielded, or is likely to yield, information important to the prehistory or history of the local area, California, or the nations.

The former Tri-Valley Growers site has been extensively developed with buildings and redeveloped, including rail tracks (removed), drainage (removed) and foundations. The buildings are constructed of contemporary materials. For these reasons, it is unlikely they would yield information important to the prehistory or history of the local area, state or nation.

Consideration was given to the potential for a local Historic District that would include additional resources, the overhead conveyor housing on N. 10th Street and the warehouses on the east side of N. 10th Street. The conclusion is that the main cannery and related buildings on both sides of N. 10th Street have been substantially remodeled resulting in the loss of integrity or are not over 50 years old.

4.3.3 National Register of Historic Places – Evaluation

As was described above, the integrity of the Tri-Valley Growers cannery has been lost due to extensive remodeling. Integrity is a threshold for listing in the /National Register of Historic Places. The resource must retain enough of its historic character or appearance to be recognizable as a historic property, and to convey the reason for its significance.

As shown under the evaluation for the California Register of Historic Resources. the building does not appear eligible for listing in the National Register of Historic Places due to the loss of integrity.

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State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code Reviewer Date

Page 1 **of** 23 ***Resource Name or #:** (Assigned by recorder) Tri-Valley Growers – Fruit Processing building

P1. Other Identifier:

***P2. Location: Not for Publication** X **Unrestricted**

***a. County** Santa Clara **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** West San Jose **Date** 1980 **T** __; **R** ___; __ **3 of** __ **3 of Sec** __; _____ **B.M.**

c. **Address** 731-749 N. 10th Street **City** San Jose **Zip** 95112

d. **UTM: (Give more than one for large and/or linear resources)** Zone 10, 598187 mE/ 41,34725 mN

e. **Other Locational Data**: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN 249-09-01

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The area is a mix of uses with new high-density residential development replacing the former industrial sites, many of which had been associated with food processing. To the immediate west is the former Tri-Valley Growers Cannery and beyond is the Gordon Biersch Brewery, the former Continental Can Company Factory and the Union Pacific rail right of way, to the east is N. 10th Street and concrete warehouses, surface lot storage and metal clad buildings; to the south across E. Taylor St is vacant land and multi-family development; and to the north warehouses and surface storage. Continued p.3

***P3b. Resource Attributes:** (List attributes HP2 and codes) HP- 8 Industrial Building

***P4. Resources Present:** Ξ Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession #) North façade of the Tri-Valley Fruit Processing building

***P6. Date** 1956 **Constructed/Age and Source:** Assessor's Records, permits
X Historic Prehistoric Both

***P7. Owner and Address:**
Cannery Park I
CP Associates, LLC
Cannery Park II
CP-2 Associates, LP
1475 Powell St
Emeryville CA 94608

***P9. Date Recorded:** 9/19/08

***P10. Survey Type:** (Describe) Project specific

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.") Jackson-Taylor Residential Strategy Plan.

***Attachments:** NONE Location Map X Continuation Sheet X Building, Structure, and Object Record
Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6L

 *Resource Name or # (Assigned by recorder) Tri-Valley Growers Fruit Processing Building

B1. Historic Name: Tri-Valley Packing Association-Fruit Processing Building
B2. Common Name: Cannery Park
B3. Original Use: Industrial Cannery B4. Present Use: Light Industrial-multi-tenant

***B5. Architectural Style:** Mid-century – stripped Industrial

***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed 1956, remodeled for multi-tenant light industrial 1980-2000

***B7. Moved?** X**No** **Yes** **Unknown** **Date:** _____ **Original Location:**
***B8. Related Features:**

Former Tri-Valley Growers Cannery building, 1934 Continental Can Factory Building (Gordon Biersch), Warehouses

B9a. Architect: unknown b. Builder: Carl N. Swenson Company, 1980-2000 Multiple contractors Remodeling architect; Steve Yang AIA
***B10. Significance: Theme** Industry –Food Processing **Area** San Jose
Period of Significance 1920-1960 **Property Type** Industrial building **Applicable Criteria** NA
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Tri-Valley Packing Association –Fruit Processing Building does not appear individually eligible for listing in the National Register of Historic Places due to the loss of integrity and lack of individual significance. It does not appear eligible for listing in the California Register of Historic Resources, also due to the lack of individual significance and loss of integrity. The former processing building rated a category of Structure of Merit under the San Jose Historic Landmark Criteria, primarily for its past association with the fruit processing industry in San Jose.

The first cannery on the parcel was the California Co-Operative Canneries (Association) who constructed a wood frame building on the site in 1919-1920. The building, smaller than the current one, had corrugated metal siding on the outside. The cannery building was remodeled in 1957, about the same time the Processing Building was constructed, and is currently stucco covered with multiple entries, and c. 1980's window systems to accommodate the multi-tenant small business use. The loss of integrity for the main cannery building diminishes the significance of the processing building. The theme is Industry & Manufacturing - food processing, 1920-1960 in San Jose. Continued page 3

B11. Additional Resource Attributes: (List attributes and codes) HP 8
***B12. References:** Official County Records, San Jose building permits, Urban Programmers, Historical and Architectural evaluation of the Tr-Valley Growers Cannery, 2008

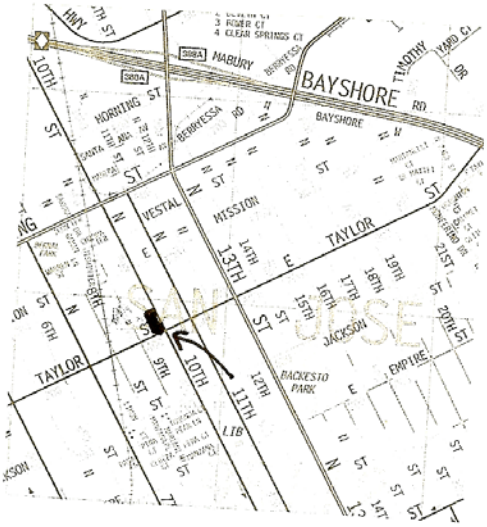
B13. Remarks:

***B14. Evaluator:** Bonnie Bamburg

***Date of Evaluation:** September 19, 2008

(This space reserved for official comments.)

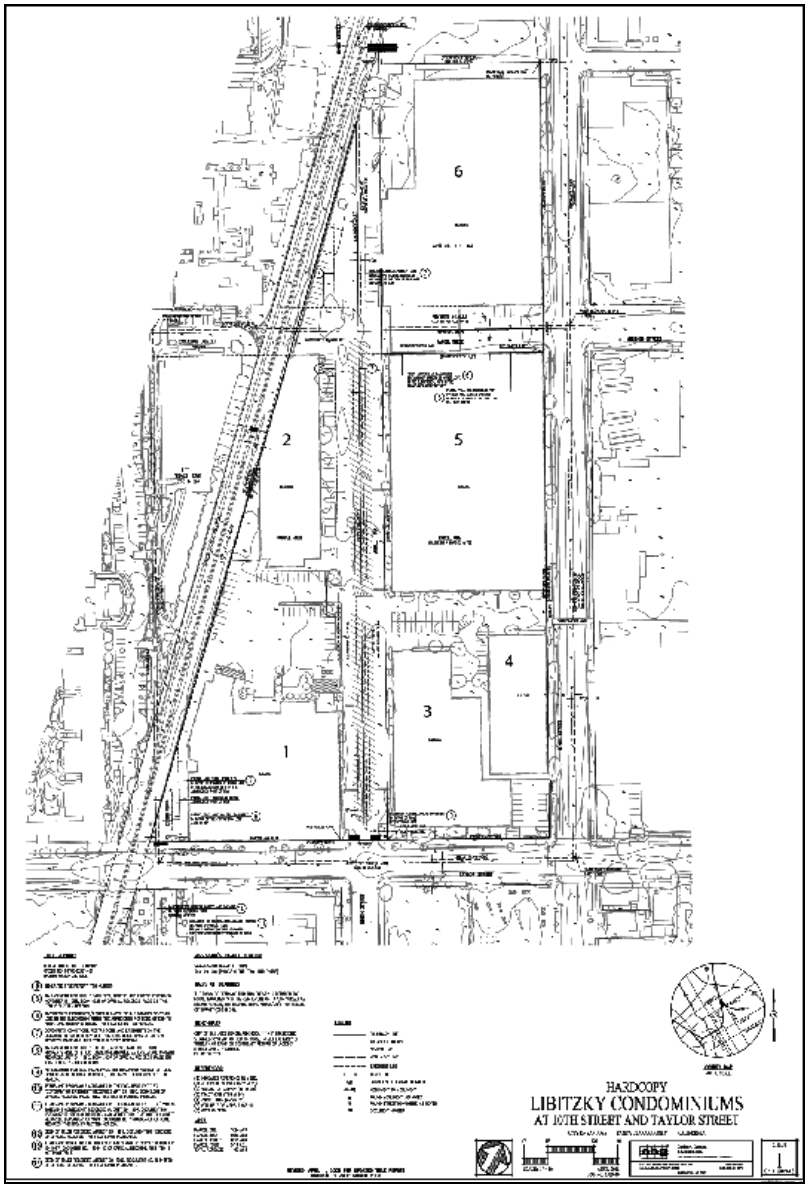
(Sketch Map with north arrow required.)



P 3: Description

Connecting the eat and west facilities of Tri-Valley Growers was a conveyor system. The remains of this system, constructed in 1961 (Permit 48512) are a metal frame and metal covered housing that is 16 feet above N. 10th Street and was connected to the cannery and warehouse on each side of the street.

Beginning in the early 1980's, the buildings and spaces of the former cannery complex were remodeled for light industrial, commercial or warehouse use and no longer exhibit the architectural design and spatial connections of the previous Tri-Valley Growers Cannery.



Building #1-Continental Can Co. Factory

Building #2- Continental Can Warehouse

Building #3 -California Co-Operative Canners Assoc, Reconstructed for TVPA in 1956 (TVG)

Building #4 -Tri-Valley Packing Assoc. Processing Building (TVG)

Building - 5 & 6 Haslett & Tri-Valley Growers Warehouses (TVG)

P 3: Description

In late 1955, Permit # 20622 was issued for Carl N. Swenson Company to construct improvements worth $32,000, replacing the old fruit processing sheds with a new building and extensively remodeling the cannery on the west side of N. 10th Street. The improvements transformed the site and buildings, removing the assorted smaller buildings, sheds and structures. The Processing building is sited at the property line on N. 10th Street across an open parking area from the former Haslett Warehouse. The building does not extend to the corner, which formerly contained an office wing of the Tri-Valley Packing Association cannery.

The former processing building associated with the former cannery building is a wood frame building with a concrete floor and wood post support system for the trusses of the saw-tooth roof. The building was a single story, although over 20 feet tall. The building is shown to be the same construction on the Sanborn Insurance Co. Map 1915 updated to 1967.

The rectangular form building is covered with stucco, the distinctive elements are the windows of the north façade and the saw-tooth roof. The north façade has a band of metal frame windows that extends six feet down from the cornice line and covers the length of the façade with a break in the center. The lower wall has two industrial openings and a small 3 X 3' window. The openings have been remodeled and some appear to have been filled in. The east façade is primarily solid stucco wall on the upper half with pedestrian and industrial openings on the ground level. contemporary store front type windows and metal frame doors have been added to accommodate the multi-tenant use. A tall parapet conceals the saw-tooth roof creating a large blank wall. This side of the building is constructed to the property line adjoining the public sidewalk. The south façade is a solid blank wall. The west façade (interior to the parcel, is mostly solid wall with openings at the ground level. Above the cornice, the saw-tooth structure of the roof with windows on the north facing sides is visible.

The recently painted building appears in good condition. The remodeled building appears as a light industrial-manufacturing building and does not retain integrity of a fruit receiving and processing facility.

B10 Significance:

Background of the Former Tri-Valley Growers Cannery and owners:

The period of significance corresponds to the period when many canneries were constructed in San Jose and extends into the decade of the 1960's, the decade when most canneries ceased to operate. The primary period of significance for canneries in San Jose was 1920-1950.

California Co-Operative Canneries Association was formed in 1919 as an association of independent and small growers (farmers and ranchers) who wanted to derive a better profit from their fruit and vegetables by controlling more of the process from field or orchard to the consumer and thereby better able to negotiate prices. It was a time of large companies such as California Packers Association (CalPak) dictating the price to the growers who could suffer losses or little profit. Transportation and distribution were also controlled to benefit the large companies and thus became more expensive to the independent grower. The Christian Science Monitor of March 18, 1919, ran an article describing the new Association as having capitol of six million dollars and 26 canneries either leased or purchased, including one planned in San Jose. The article continued with statements by writer Aaron Shipero describing the industry as divided into three groups, California Packers Association (Calpak), Swift Company and Armour Company (interests from outside the state) and the new Co-Operative Canneries of California representing the independent and smaller growers. The California Co-Operative Canneries Association, headquartered in San Francisco, planned a cannery in San Jose that would be developed on the property at N. 10th and Taylor Streets and be in operation by the harvest season in1920.

The 1919-20, cannery plan included the cannery building, boiler house and separate buildings (sheds) for the box factory, cherry processing, pear shed. With the exception of the boiler house, all were wood frame with corrugated metal sheathing. As the first cannery buildings were constructed (1920), so was the Haslett warehouse. The Haslett family from Alameda was experienced in warehouse management and often were part of a cooperative, or association cannery site.

The goals of the California Co-Operative Canneries Association were difficult to accomplish leading in 1931 to consideration of merging into a new association, Tri-Valley Packing Association.

Tri-Valley Packing Association (TVPA) was founded by George Pfarr, a Central Valley peach farmer in 1930, and incorporated in 1932. The intent of Pfarr was to control the process from orchard to consumer, thus achieving the best prices and return to the farmer. Unique to his plan was that all fruit would become one "fruit pool" with the profits at the end were divided among the members on a predetermined ratio. The value to the growers was substantially better than as independents or even with the negotiating power of the California Co-Operative Canneries. Tri- Valley Packing Association (TVPA) moved quickly in 1931-32, to purchase canning facilities and begin business. Canneries were purchased in Visalia, Modesto and San Jose. The former California Co-Operative Cannery and warehouse became Tri-Valley Packing Association's Plant No.2. After incorporation George Pfarr became the manager of the San Jose Cannery. At the end of 1932, there were 89 grower members in the association.

B10 Significance:
Background of the Former Tri-Valley Growers – TVPA Processing Building part of the Cannery

In 1934, the Continental Can Company occupying the property to the west, replaced the old one-story wood frame warehouse building with a 34 foot tall, two story factory constructed of reinforced concrete and brick. The can warehouse was also enlarged to almost double the size along the railroad. The convenience of the can factory location allowed TVPA to use overhead conveyor belt systems to move cans between the manufacturer, the warehouse and the cannery. This was not only a continence but allowed access, in addition to the spur line, to the main railroad west of the Continental Can Company

The new building removed assorted sheds of the Tri-Valley Packing Association Cannery that required some alterations to the cannery site. In 1934, three building permits totaling $3,200 were issued to add to the cannery building, and another in 1936, for a shed worth $6,00. The Sanborn Map of 1915, updated to 1935 shows the cannery with new buildings, a box factory and fruit receiving shed. The Haslett warehouse has also been enlarged along the N, 10th St. side of the property. In 1937 another warehouse was constructed with a permit from the City of San Jose with a construction value of $17,500 and in 1938, an addition was added with a permit value of $3,500. Additional alterations were made in 1942, and in 1944, an additional $1,250 were permitted for alterations. There was also a permit to add to the warehouse worth $1,450. Like many companies, TVPA reduced production and the members saw greatly reduced profits during the depression years. As the demand for canned fruit, vegetables and meat increased during WWII, for the domestic market and the military the growers were all to ready to increase production . Prices set by the government were stable and somewhat generous, although there was a shortage of manpower and new equipment that encouraged efficiency and innovation in all aspects of the processes. TVPA began to plan how the canneries would be modernized for efficiency and to compensate for the fewer employees during the war years. The labor issue was not only a shortage of men, but that labor rates dramatically increased effecting profits. Innovation within the cannery workers resulted in devices invented by TVPA to reduce labor, including a peach pitter and pear ripening system that are still in use.

The local canneries had produced record amounts of canned food for government contracts during WWII, while at the same time they experienced shortages of materials or machinery to fully modernize until the war ended and companies such as FMC which had supported the war effort, returned to the production of modern food machinery equipment which they leased to the canneries. The mechanization required space for an efficient flow from where the fruit entered the system until the sealed cans were stacked for shipment. TVPA first applied for permits in 1946 and 1947 to remodel the cannery. However, it was a change in the markets that appears to have brought about a rebuilding/remodeling of most cannery buildings and warehouses.

B10 Significance:

Background of the Former Tri-Valley Growers Cannery

Post WWII saw the emergence of regional and national super markets chains that had purchasing departments wanting to deal with companies that offered diversified product lines and those that would transport to the chains distribution centers. TVPA met the challenge by acquiring companies and entering food markets previously left to specialty producers. Crops that traditionally were not important for the canners, suddenly became important. Tomatoes, and the various products produced from the tomato were added, as were potatoes, and other vegetables and fruits.

By 1945, the Tri-Valley Packers Association's production line had increased occupying space that had formerly been devoted to the can warehouse. To accommodate this growth, TVPA purchased the land across N 10th Street for expansion activities that would include the truck and crate scale, scale house, can storage, truck parking and a new cherry processing shed. An elevated conveyor structure was built to extend into the service yard and into the new concrete warehouse on the east side of N. 10th Street and to connect with the cannery on the west.

In November 1955, the City of San Jose issued permit # 20622 to Tri-Valley Packing Association for Carl N. Swenson Company to construct improvements worth $32,000, replacing the old fruit processing sheds with a new building and extensively remodeling the cannery. This included adding a pear shed and a temporary cherry processing building to the east side of N. 10th St. side. The improvements transformed the buildings, removing the assorted smaller buildings, sheds and structures and consolidating the cannery into one large building that would hold the expanded canning line equipment. During this time the Haslett warehouse was extended to the north with the box factory taking the length of the former building a new section added for barrel racks (olives).

When the cannery modernization was completed, the of can storage was shared between the warehouses on each side of N. 10th Street. A new warehouse on the south half of the block between N. 10th and N. 11th Streets was completed in.1959, specifically to be used for can storage – rotating between the empty cans prior to the canning season and filled cans after the season. At the time the warehouse was completed the conveyor system was rebuilt and routed from the new warehouse to carry the empty cans to the cannery on the west side of N. 10th St. At the end of the cannery line, the filled cans were stacked on pallets and moved by forklifts to the Haslett warehouse or to the yard for distribution. Remnants of the conveyor structure exist across N. 10th Street, but do not connect to the buildings on the west side.

The next series of changes to the cannery buildings cane early in 1961 when permit# 035332-000 BD was obtained. This permit appears to have added the metal frame canopy structure between the warehouses and may have changed parts of the cannery building (the actual permit documents were not available).

As the decade of the 1960's began, the TVPA was still fighting for market share and contracts with the super market chains, while at the same time trying to reduce costs. To increase their size and product lines, the TVPA began talks with the smaller Turlock Co-Operative Growers. In 1963, the Turlock Co-Operative Growers (TCG) merged with the TVPA to become the Tri-Valley Growers (TVG) with $45 million in annual sales.

B10 Significance:

Background of the Former Tri-Valley Growers Cannery

In 1964 TVG formed a joint venture with another cooperative California Canners and Growers (Cal Can) to create a wholly owned can manufacturing company CT Supply. This year the warehouses become part of TVG. The next year TVG acquired Oberti Olive Company. Three years after the first merger, in 1966, TVG decided to move its primary canning facilities from San Jose to Modesto and began construction on a "super cannery" costing $15 million. The decision was based upon the fact that many ranchers and farmers were relocated to the central valleys and the suburban development in San Jose was not compatible with the needs of canneries competing for waste treatment and water.

By 1968, TVG controlled the process from field and orchard to the wholesale or retail markets, and had become a national leader in supplying canned peaches, pears, apricots and tomatoes to the Country. After acquiring additional fruit lines from Dole Foods in 1969, the TVG became the California leader for fruit cocktail, a product Dole acquired by purchasing Barron Gray Packing Company, where it was invented. Tri-Valley Growers became one of the nation's largest associations co-operative in the food industry, with well known brands like S & W Fine Foods, Oberti (olives), Libby's, RediPack, Sun Vista, Monarch, Sacramento Tomato Juice and its own Tri-Valley label as well as private labels for grocery chains.

In June of 1969, TVG announced it would close the two plants in San Jose; N. Tenth at Taylor, and S. Fifth and Virginia (formerly Dole Company), by 1970, and transfer the equipment to the new plant in Modesto. All employees were to be offered jobs in the new cannery operation. At that time the association of more than 500 grower members, with headquarters in San Ramon, was marketing 15 different fruit and vegetable crops grown in 25 northern California counties (San Jose News; May 18; 1969).

For a short while, the closed cannery facility buildings were used for warehousing, and then began to change use. In 1976, San Jose Building Permit # 096322-000 was issued for work at the cannery. The permit documents were not available and the extent of the work is unknown at this time.

Commercial real estate broker and investor, Stan Davis and Manhattan based developer James Fusco formed Metropolis West and began purchasing the obsolete industrial buildings in the mid 1980's. While operating the buildings as multi-tenant spaces, an ambitious multi-million dollar plan for transforming six blocks was promoted. The San Jose Mercury News article November 17, 1988 page 1F described the San Jose City Attorney's office as citing "the developer for making million-dollar renovations without permits and for zoning, building and fire code violations". The changes to the former Tri-Valley Growers buildings and the Continental Can Company were described as " Adding windows, staircases, roofs, brightly colored architectural details and new tenants". The Cannery Park Plan, submitted to San Jose Planning Department in July 1988, showed a courtyard of canopied boutiques and restaurants, cast iron lampposts and an eclectic mix of tenants, including auto part stores and mechanics, factory outlet retailers in the mall setting ,a classic car museum and artist studios. For several years Mr. Davis and the City were at odds over the development. During this time the City of San Jose conducted studies leading to the City Council

B10 Significance continued:

adopting the Jackson-Taylor Neighborhood Revitalization Study, including the 1987, Jackson-Taylor Residential Strategy Plan (City of San Jose 1992). Approving this document, the City Council made the decision to establish the area for mid-to-high density residential use with parks and other amenities for the new residents.

In 1995, the property was acquired by the current owners CP-2 Associates L.P. and CP Associates from Emeryville California. Recently a plan for a residential community to share the property with Gordon Biersch Brewery was submitted to the San Jose Planning Department.

During the more than 35 years since TVG sold the property, the City of San Jose has issued over 30 permits for the extensive remodeling and reuse of the buildings for multi-tenants engaged in light industrial, office and commercial uses.

The Former Tri-Valley Growers – TVPA Processing building is associated with the later years of the food processing industry, which during the years 1920-1950 was the economic driving force behind San Jose's growth and canneries in San Jose supplied a large percentage of the nations fruit and vegetables with exports to Europe and Asia.

The building that housed the processing facility was not constructed during the period of the fruit processing significance 1920-1950, was built in 1956, and has been significantly altered for multi-tenant use removing the architectural elements that defined it as part of a cannery operation.

Historical Context

The Spanish Period 1777-1821

Exploration of Alta California brought the Spanish to the San Francisco Bay Area. The initial discovery of the Santa Clara Valley was by Sergeant Jose Ortega of the Portola Expedition in 1769, who chronicled the abundance of timber, rich soil and a native population that could become a work force. In November 1777, Lt. Jose Joaquin Moraga, representing the King of Spain, and 14 families, a total of 66 people, left the Presidio San Francisco to establish the first civil settlement in California. The agricultural community that became San Jose was located along the Guadalupe River at Taylor Street, moving in 1792 to the Market and San Fernanco Streets. Each family was provided a lot for a house and allocating “suertes” farming plots which could be used but not sold, and surrounding the Pueblo, common lands for grazing.

During the Spanish period, farming produced beans, corn, wheat, hemp, flax, seasonal vegetables and fruit. The basic industry of the area revolved around the crops, milling and hemp/flax thread, candles and soap- the necessities. A poor quality wine and brandy were made from small vineyards and orchard fruit. As the cattle herds grew, hides (leather) and tallow (fat and rendering) became important in the local economy. Surplus food and goods made by the Pueblo were sent to the Presidios or traded with the sailing ships through the ports of Alviso, Monterey, Yerba Buena, and Santa Cruz.

B10 Significance continued – Historical Context:

Mexican Period (1822-1846)

Change was brought about by the 1810, civil war in Mexico which relaxed the regulations and destroyed the economy within the Pueblo. In 1822 Mexican governmental control replaced Spain's. The two most important and long term changes were the secularizing of Mission lands and, in 1824, the granting of large land holdings (ranchos) to any person who settled an unoccupied tract of land. Within Santa Clara Valley there were 38 land grants issued between 1833 and 1845, 15 of which were within the lands formerly held by the Pueblo (Laffey 1992:2).

Another change was allowing foreigners to settle in California. In 1835, approximately 700 residents lived in the Pueblo; 40 were foreign, mostly English or Americans. By 1845, the population had grown to 900; almost 200 were Americans. The Americans were interested in business and transforming the Pueblo with American style industry and commerce. Ranching and agriculture became the predominant industries. By 1846, when the Americans occupied the territory, their numbers were sufficient to take political control and petition statehood.

The Early American Period (1846-1869)

This turbulent period was marked by change; the influx of American settlers to the Mexican community; the dramatic change from the established governing systems of Spain, then Mexico to the English/American legal system; and an agrarian economy to the beginning of industry in the local economy. Land ownership was particularly difficult since the Mexican Government had granted large holdings with little documentation of boundaries; the two cultures often disagreed on how to adjudicate differences.

The gold rush of 1848-49 brought a sudden influx of primarily Americans to California. People needed food and services that were not immediately available. The businessmen of San Jose quickly developed hotels, saloons, theaters, and stores ready to sell whatever the miners needed. So prominent was the City that it was selected the first State Capitol in 1850 and although it lasted only two years, this provided incentive for even more urban development.

Outside the city proper, farms, orchards and vineyards organized by new immigrants started to fill the Valley. However, the stock of vines and trees did not significantly improve until 1851-53 when Antoine Delmas and then, Louis Pellier imported European vines and scions that could be grafted to the hardy mission grape stock. They were followed by Etienne Thee and Charles Le Franc, who by 1857, had formed the Almaden Vineyards in the low foothills off Blossom Hill Road.

Infrastructure continued to develop to support the population growth. Natural gas was piped to buildings and street lights in San Jose and Santa Clara in 1861. Five years later, San Jose Water Company incorporated to provide piped water to residents followed closely by the City installing the first sewers. Transportation, using horse drawn carriages, was established between Santa Clara, San Jose and Saratoga-Los Gatos, to be replaced by Samuel Bishop's Street Car line in 1868. This line extended from Santa Clara eventually ending at the Alum Rock Reserve (park) in the east hills.

B10 Significance:
Historical Context Continued:

A subtle change was occurring in agriculture with a switch from grazing lands to planted grain fields, primarily wheat, filling the valley floor. The economy was changing from cattle-based to wheat and seasonal fresh fruit. Fruit orchards planted by the Mission supplied apples and pears to the miners showing the profit potential that could be made by raising fruit. By the end of 1850, San Jose was home to several professional orchardists and nurserymen including Louis Pellier, who opened City Nursery on the northeast corner of San Pedro and Chaboya Alley in 1850. Just 10 years later, 106,000 fruit trees thrived in the county and 156,000 grape vines; orchards were planted in all directions extending from the City (Arbuckle 1984:155).

This early period ends with the coming of the railroad. The first line was between San Francisco and San Jose opening in 1864, and in 1869, the Central Pacific line started from San Jose to Niles. The transcontinental railroad that connected Santa Clara Valley to the eastern states allowed access for the local agriculture and goods to be sold into the world's markets. Movement of fresh fruit had to occur in a timely way and this lead to monopolistic pricing by the railroad, particularly Southern Pacific.

<u>Horticultural Expansion 1870-1918</u>

Orchards transformed the Valley floor and hillsides by the late 1870's, leading to over production during the harvest season. Grape growing found a desirable market in the late 1870s, and into the 1880s because wine was in high demand and allowed a year round market. Fruit that could not be dried, remained a seasonal commodity. "By the end of the 1880's Santa Clara County had 15,000 acres of vine and 478 viticulturists. producing 2,500,000 gallons of wine a year" (Arbuckle 1984:176). Orchards with many varieties of fruit spread in all directions spawning small villages that offered services and conveniences for the rural families. Evergreeen in the southeast, Berryessa in the northeast, The Willows in the west, Saratoga and Los Gatos, were all connected by fruit orchards. The most popular fruit was the small French prune imported by Louis and Pierre Pellier, known as the "la Petite Prune d'Agen" a fruit that would lead the agricultural industry in Santa Clara Valley. A fruit in high demand all over the world the prune grew to be a $43,000,000 a-year- industry in California (Arbuckle, 1984:163). Throughout the Horticultural Era and into 1970, when the industry was ending, the prune was grown in ratios of approximately three to one of the next species, apricots (Arbuckle,1984:163). Drying fruit was a relatively low-cost process that attracted immigrants into the orchard business. But, drying fruit in the open was subject to weather conditions and not suitable for all types of fruit. The abundance of the orchards demanded a new process to preserve the fruit for sale outside the harvest season.

Food processing started in France in the 1850's. However, locally it was Dr. James Dawson who invented the process in his home laboratory in 1871. Companies formed to manufacture all types of equipment to support the joint industries; orchard sprayers, food processing machinery, and tractors all were made in San Jose. With superb growing conditions and land for vast orchards, the canning industry grew quickly in San Jose, as did support industries of box, basket, and can factories. Mergers of the smaller or

B10 Significance:
Historical Context Continued

specialized companies led to some of the largest corporations, such as FMC, that started as Bean Pump and Spray Company merging with Anderson –Barngrover, Hull and Cunningham. During the same period, vineyards expanded with Paul Masson in Almaden, Pierre Mirassou and William Wehner in Evergreen, all producing wines from grapes grown on the hillsides around the Valley. Those involved in the varying aspects of Food processing, growers, canners and dryers each fought to control their profits, often at the expense of the others. The factions organized separately to form their own support associations beginning a chain of alliances and mergers that extended in to the 1950's.

As the economy grew so did urban development, expanding from First Street to Second and, two years after the Chinatown fire of 1887, a new City Hall was constructed in the Plaza, and in 1893, a new Post Office on Market Street. During the 1880's three and four-story bank buildings were constructed on all four corners of Santa Clara and First streets. During this time, business moved south from Santa Clara Street, to San Carlos St., spurred on by T.S. Montgomery who developed several large city blocks.

As the City expanded so did the infrastructure. By 1881, electricity, was provided by several private companies operating from different locations around the City. In the same year J.J. Owen, owner of the San Jose Mercury was instrumental in having a light tower constructed at the corner of Market and Santa Clara streets. Electric arc lamps that had replaced the gas lamps were replaced in 1912, with incandescent lights on the downtown streets.

Automobiles were first seen in the Valley in the 1890's, with the State's first auto manufacturing, garage and gas station established in San Jose by the turn of the century. The first "garage" was opened by Clarence Letcher in 1900 followed by his first gas station in 1902. The first motor bus line in the state began service from San Jose to Mt. Hamilton in 1910. It was then possible to take the bus to the San Jose Country Club established in 1899, on Alum Rock Avenue.

The first regularly scheduled radio station was started in San Jose in 1909, when Dr. Charles Harold broadcast from his offices at the corner of First and San Fernando streets.

Development continued throughout the City. Most of the vacant lots were filled with houses or small commercial buildings during the 1880's. The Hensley property was divided in 1886, as was College Park off The Alameda followed by the subdivision of General Naglee's estate in 1902 and Hanchett Park in 1907. During this period, the City annexed the Gardiner District and the City of East San Jose in 1911, and a year later an unusual annexation was the 100 foot wide strip of land along N. First Street leading to Alviso. Streets that began in the center of the city, extended to connect the rural corners of the Valley. Although they changed names outside the core, the convenience of a connected valley was perfect for the automobile and truck traffic that took hold during this era.

B10 Significance:
Historical Context- continued

Inter-War Period 1918-1945

Three projects that started in the 1920's and completed by 1939, were particularly important in the development of San Jose. The first was the connection of Bayshore Highway from N. First Street to San Francisco; the second was the formation of the Santa Clara Valley Water Conservation District to alleviate the falling level of ground water; and the third was the selection and development of Moffett Field as a military base, for which San Jose campaigned heavily.

After several years of attempting to block the effects of the Volstead Act in Santa Clara Valley, the winemakers were faced on February 20, 1920 with following the provision of the Eighteenth Amendment to the U.S. Constitution "prohibiting the sale and manufacture of intoxicating liquors until the conclusion of the present war and thereafter until the termination of demobilization, the date of which shall be determined and proclaimed by the President of the United States. The words "beer, wine, or other intoxicating malt or vinous liquors" in the War Prohibition Act shall be hereafter construed to mean any such beverages which contain one-half of 1 per centum or more of alcohol by volume" (Volstead Act; Title one, 1919).
The dominant industry remained food processing. Orchards and farms supplied the packing houses and canneries with an abundance of good produce. Circling the City, extending into the foothills orchards dominated the landscape.

Part of the population and job growth was from those who had served in the military and came to attend college in the Valley using the G.I. Bill to help pay expenses. At Stanford University, Dr. Frederick Terman, a gifted professor had an exceptional class and was already seeing some of his students venture into what would become the next economic wave; electronics, and high technology. Students David Packard and Bill Hewlett invented test equipment in 1939, and obtained government contracts to continue their work during the war years. In 1945, they were well positioned to lead those who formed or worked for companies that were the foundation of Silicon Valley - Varian Sylvania, Philco-Ford, GE and Lockheed.

Industrialization and Urbanization 1945-1991

During WWII social changes occurred. Women who became part of the war-effort work force were then less content to stay at home. Able to work outside the home or to volunteer these women made it very desirable to have two cars in each family. This was not lost on the home builders who included a two car garage with most homes after 1945. With more automobiles available, commercial centers were no longer tied to the bus or street car line; thus they spread out along all the major roads. At the same time, changes in building safety codes required additional exiting and other modifications to second floor spaces primarily in the downtown. Without the guarantee of higher rents, many owners did not correct the deficiencies so the upper story spaces became vacant.

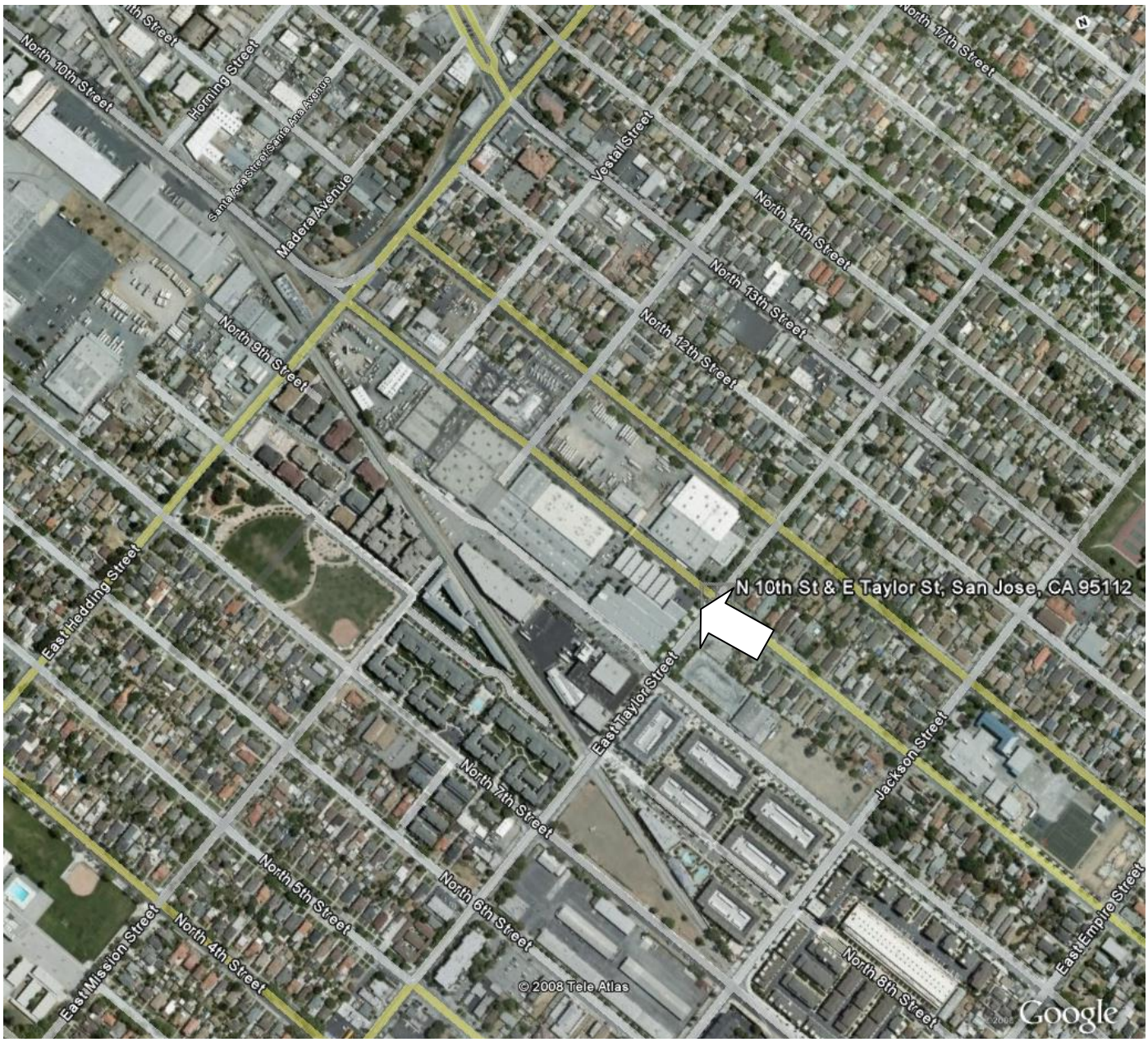
B10 Significance:
Historical Context

After WWII, the population of San Jose rose dramatically. City leaders launched campaigns to attract non-agricultural industries and house building led construction in the Valley. The post-war community of 95,000 in 1950 became the urban hub of 500,000 by 1975, while the area of the City grew from 17 square miles to 120 square miles as land annexed for housing tracts, commercial centers and industrial complexes replaced orchards. As new technologies advanced the competition for resources, water and sewer treatment capacity were the final blow to the canneries. The reduction in orchards and farms in the Santa Clara Valley meant produce had to be transported into the canneries and the finished product transported to the distribution centers. To reduce cost the canneries closed in the Santa Clara Valley and if they remained in business, located in the Central Valley closer to the orchards and farms.

San Jose entered a period of change after 1960, that lead to yet another economic boom with high-tech, electronics and the internet.

B 10: Significance continues after photographs on sheet 20

P.5. Photographs



Photograph # 1 Tri-Valley Growers- Cannery
Location: 731 N.10th Street, San Jose (NW corner of E. Taylor and N. 10th Street)
View: Aerial of N.10th Area
Source: Google Earth Pro
Date: June 2007

Photograph # 2 Tri-Valley Growers –TVPA Processing Building
View: North facade
Date: 9/12/08
Camera Facing S
Records: Urban Programmers

Photograph #3 Tri-Valley Growers –TVPA Processing Building
View: East Facade)
Date: 9/12/08
Camera Facing NW
Records: Urban Programmers

Photograph # 4 Tri-Valley Growers –TVPA Processing Building
View: South façade (on right)
Date: 9/12/08
Camera Facing NW
Records: Urban Programmers

Photograph # 4 Tri-Valley Growers –TVPA Processing Building
View: West façade
Date: 9/12/08
Camera Facing NW
Records: Urban Programmers

B10 Significance Continued: San Jose Historic Landmark Evaluation:

1. *Identification or association with persons, eras or events that have contributed to local, regional, state or national history, heritage or culture in a distinctive, significant or important way;*

   The TVPA Processing Building is associated with the food processing era and the Tri-Valley Packing Association, later the Tri-Valley Growers as part of a cannery operation where fruit was received and processed prior to being preserved. The building was constructed in 1956 at the end of the era and individually was not the significant building in the cannery.

2. Identification as, or association with, a distinctive, significant or important work or vestige;

   a. Of an architectural style, design or method of construction;

   The building was constructed in a Mid-century industrial style that is typical for the period.

   b. *Of a master architect, builder, artist or craftsman*;

   The building was constructed by Carl N. Swenson & Company and appears to have been designed by the company. The construction work was not the quality of a master or craftsman. Carl N. Swenson & Company designed and constructed many buildings in San Jose, this building is one of their minor projects.

   c. *Of high artistic merit*

   The building is a good industrial design, utilitarian with clean lines. It did not exhibit high artistic merit and has been altered for multi-tenant use adding openings and window systems that are not original..

   d. The totality of which comprises a distinctive, significant or important work of vestige whose component parts may lack the same attributes;

   The building was part of a cannery operations that lacks integrity and does not communicate a cannery facility. The property is a light-industrial site and is not distinctive of its cannery previous use.

   e. That has yielded or is substantially likely to yield information of value about history, architecture, engineering, culture or aesthetics, or that provides for existing and future generations an example of the physical surroundings in which past generations lived or worked;

   The building is primarily constructed of currently used materials and the methods are in current use. Given the extent of alterations and remodeling, It is unlikely the buildings will yield information of value about history,architecture, engineering, culture or aesthetics.

B 10: San Jose Historic Landmark Evaluation- continued:

f. That the construction materials or engineering methods used in the proposed landmark are unusual or significant or uniquely effective.

The materials and engineering are common and not significant. The design with a saw-tooth roof facing north, that allowed natural light into the building with a minimum of heat gain, although not common for several years is again a design element in "green" environmental design. The saw-tooth roof is the only distinctive element of the building. Divided for multi-tenant use the building is not uniquely effective in creating multipurpose light industrial space.

1. *The factor of age alone does not necessarily confer a special historical, architectural cultural aesthetic or engineering significance, value or interest upon a structure or site, but it may have such effect if a more distinctive, significant or important example thereof no longer exists.*

   The industrial building is 52 years, old enough to be considered for landmark status, but has lost integrity and is individually not significant because it was an element in a specific type of industrial facility the other elements of which have lost integrity. Other Food processing building in San Jose exhibit better architecture and have more distinction.

4.3.2 California Register or Historic Resources- Evaluation

The primary building, the cannery was extensively remodeled in the 1970's- 90's resulting in the loss of integrity because they no longer convey the previous use and for which they are considered potentially significant. Buildings that have lost integrity are not eligible for listing in the CRHR. The TVPA Processing Building, not individually significant has also been altered for multi-tenant use, although it retains more of its design than the canner and warehouses associated with the Tri-Valley Growers Cannery.

Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resources period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reason for their significance.

Integrity is evaluated with regard to the retention of; location, design, setting, materials, workmanship, feeling and association.

The cannery building retains the elements of location and association. The alterations that occurred with the change in use have significantly diminished the design, setting, materials, workmanship and feeling of the cannery buildings and of the TVPA Processing Building. The loss of structures and

B 10: San Jose Historic Landmark Evaluation- continued:

appearance of spaces used in the cannery operations further diminish the integrity as a historic resource.

Criteria 1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States:

The former Tri-Valley Growers property was considered under the historical context of the Inter-war period 1918-1945 within the theme of agriculture (fruit-processing) and secondarily industrial architecture. During this period, food processing dominated the economy of San Jose, also effecting social and civic activities. Canneries, that were established in the earlier context period of Horticulture 1870-1917, were greatly expanded or developed in new locations, generally on the perimeter of the City. The new canneries and their related industries are evidence of the significant contribution of this industry to the economy of the city and county. The significant physical element in this category is the cannery. The subject buildings, structures and yard developed for cannery use, have been redeveloped for small business tenants eliminating most historic architecture and much of the materials. Although the association to the property exists, the buildings do not retain integrity of the association or architecture. The main cannery building does not exhibit visual identity with the former use, and therefore do not meet the California Register of Cultural Resources criteria. The 1956 fruit receiving building is also altered with contemporary store-front window systems and is was also constructed outside the historical era 1918-1945 and after the canneries started into decline. The period of highest importance for food processing in San Jose is 1920-1950.. The property is not eligible under Criteria 1 due to a loss of integrity and lack of individual significance.
.

Criteria 2. It is associated with the lives of persons important to local, California, or national history;

The Tri-Valley Growers property was associated with the business of fruit canning, It does not appear the property was directly associated with individual persons important to local, state or national history. The property is not eligible under Criteria 2 because no individuals associated with the property were important in the history of San Jose, California or the Nation.

Criteria 3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values;

The light-industrial site, formerly the Tri-Valley Growers cannery, has been remodeled and does not embody the distinctive characteristics of the former cannery plant. The buildings have been altered by the addition of contemporary window systems cut into the walls and surface changes, as well as new architectural elements attached to the buildings. The structures around the buildings, conveyor systems and rails have been removed eliminating the identity of cannery operations, circulation, storage, power and conveyors. The redeveloped buildings do not embody distinctive characteristics of a type, period, region or method of construction, or represent the work of a master, nor do they possess high artistic values. The TVPA Processing Building exhibits Mid-century Industrial design but is utilitarian and not the work of a master nor does it possess high artistic values.

B 10: San Jose Historic Landmark Evaluation- continued:

Criteria 4. It has yielded, or is likely to yield, information important to the prehistory or history of the local area, California, or the nations.

The former Tri-Valley Growers site has been extensively developed with buildings and redeveloped, including rail tracks (removed), drainage (removed) and foundations. The buildings are constructed of contemporary materials. For these reasons, it is unlikely they would yield information important to the prehistory or history of the local area, state or nation.

Consideration was given to the potential for a local Historic District that would include additional resources, the overhead conveyor housing on N. 10th Street and the warehouses on the east side of N. 10th Street. The conclusion is that the main cannery and related buildings on both sides of N. 10th Street have been substantially remodeled resulting in the loss of integrity or are not over 50 years old.

4.3.3 National Register of Historic Places – Evaluation

As was described above, the integrity of the Tri-Valley Growers cannery site including the TVPA Processing Building has been lost due to extensive remodeling. Integrity is a threshold for listing in the /National Register of Historic Places. The resource must retain enough of its historic character or appearance to be recognizable as a historic property, and to convey the reason for its significance. The building does not appear eligible for listing in the National Register of Historic Places due to the loss of integrity.

HISTORIC EVALUATION SHEET

HISTORIC RESOURCE NAME: Haslett Warehouse -Tri-Valley Growers Warehouse
HISTORIC RESOURCE ADDRESS: 752 N.10th Street

A. VISUAL QUALIFICATIONS

1	EXTERIOR Industrial site that has been altered for new uses	E	VG	[G]	FP
2	STYLE Remodeled; late Twentieth-Century light-industrial	E	VG	G	[FP]
3	DESIGNER unknown	E	VG	G	[FP]
4	CONSTRUCTION Reinforced Concrete with contemporary windows, and entries	E	VG	G	[FP]
5	SUPPORTIVE ELEMENTS Cannery buildings (remodeled)	E	VG	G	[FP]

B. HISTORY/ASSOCIATION

6	PERSON/ORGANIZATION Haslett Warehouse Co.-. Tri-Valley Growers remodeling and alterations significantly diminish the association	E	VG	[G]	FP
7	EVENT none of individual significance	E	VG	G	[FP]
8	PATTERNS Industrial developmentmid-20th Centruy (warehouse)	E	[VG]	G	FP
9	AGE c. 1920-1946	E	VG	[G]	FP

C. ENVIRONMENTAL/CONTEXT

10	CONTINUITY compatible with the industrial character of the area	E	VG	[G]	FP
11	SETTING: setback, bulk and mass are compatible with the area	E	VG	[G]	FP
12	FAMILIARITY A familiar feature in the neighborhood.	E	VG	[G]	FP

D. INTEGRITY

13	CONDITION Remodeled 1980's	[E]	VG	G	FP
14	EXTERIOR ALTERATIONS over all character changed	E	VG	[G]	FP
15	STRUCTURAL REMOVALS wall area (new windows) and interior alterations	E	[VG]	G	FP
16	SITE	[E]	VG	G	FP

E. REVERSIBILITY

17	EXTERIOR very difficult to judge	E	VG	[G]	FP

F. ADDITIONAL CONSIDERATIONS/BONUS POINTS

18	INTERIOR VISUAL Extensively altered for small business units	E	VG	G	[FP]
19	INTERIOR HISTORY alterations for new use destroyed identity with former use	E	VG	G	[FP]
20	INTERIOR ALTERATIONS Space divisions, surfaces altered	E	VG	G	[FP]
21	INTERIOR REVERSIBILITY Difficult to judge	E	VG	G	[FP]
22	NATIONAL OR CALIFORNIA REGISTER	E	VG	G	[FP]

REVIEWED BY: Bonnie Bamburg DATE: July 15, 200

EVALUATION TALLY SHEET
(PART 1)

HISTORIC RESOURCE ADDRESS: 752 N.10th Street

			E	VG	G	FP	
A	VISUAL QUALITY/DESIGN						
	1	EXTERIOR	16	12	6	0	6
	2	STYLE	10	8	4	0	0
	3	DESIGNER	6	4	2	0	0
	4	CONSTRUCTION	10	8	4	0	0
	5	SUPPORTIVE ELEMENTS	8	6	3	0	0
					Subtotal:		6
B.	HISTORY/ASSOCIATION						
	6	PERSON/ORGANIZATION	20	15	7	0	7
	7	EVENT	20	15	7	0	0
	8	PATTERNS	12	9	5	0	9
	9	AGE	8	6	3	0	3
					Subtotal:		19
C.	ENVIRONMENTAL/ CONTEXT						
	10	CONTINUITY	8	6	3	0	3
	11	SETTING	6	4	2	0	2
	12	FAMILIARITY	10	8	4	0	4
					SUBTOTAL:		9
					A & C SUBTOTAL:		15
					B SUBTOTAL:		19
					PRELIMINARY TOTAL: (sum of A. B. & C.)		34

EVALUATION TALLY SHEET
(PART II)

HISTORIC RESOURCE ADDRESS: 752 N.10th Street

D.	INTEGRITY	E	VG	G	FP					
	13 CONDITION		0.03	0.05	0.1	34	X	0.03	=	1.02
	SUBTOTAL A,B&C									
	14 EXTERIOR ALTERATIONS		0.05	0.1	0.2	15	X	0.1	=	1.5
	SUBTOTAL A&C									
			0.03	0.05	0.1	19	X	0.05	=	0.95
	FROM B									
	15 STRUCTURAL REMOVALS		0.2	0.3	0.4	15	X	0.2	=	3
	SUBTOTAL: A & C									
			0.1	0.2	0.4	19	X	0.1	=	1.9
	FROM B									
	16 SITE		0.1	0.2	0.4	19	X	0	=	0
	FROM B									
		INTEGRITY DEDUCTIONS SUBTOTAL								8.37
		ADJUSTED SUBTOTAL:				34	-	8.37		25.63
		(Preliminary Total minus Integrity Deductions)								
		VALUE								
E	REVERSIBILITY	E	VG	G	FP					
	17 EXTERIOR	3	3	2	2					2
				Total:		2				
F.	ADDITIONAL CONSIDERATIONS									
	BONUS POINTS									
	18 INTERIOR HISTORY ASSOCIATION	3	3	1	0	0				
	19 INTERIOR VISUAL QUALITY	3	3	1	0	0				
	20 INTERIOR ALTERATIONS	4	4	3	1	0				
	21 INTERIOR REVERSIBILITY	4	4	2	0	0				
	22 NATIONAL OR CALIFORNIA REGISTER	20	15	10	0	0				
		BONUS POINTS SUBTOTAL:								0
		ADJUSTED TOTAL:								27.63

HISTORIC EVALUATION SHEET

HISTORIC RESOURCE NAME: Continental Can Company Warehouse
HISTORIC RESOURCE ADDRESS: N. 9th & Taylor Streets
(behind 357 E. Taylor St)

A. VISUAL QUALIFICATIONS

1	EXTERIOR Industrial site that has been altered for new uses	E	**VG**	G	FP
2	STYLE Stripped Commercial (early 20th Century)	E	**VG**	G	FP
3	DESIGNER Continental Can Company -Corporate design	E	VG	**G**	FP
4	CONSTRUCTION Good Example few exist - Brick and reinforced concrete	E	**VG**	G	FP
5	SUPPORTIVE ELEMENTS main factory building, Railroad Factory is building significantly altered	E	VG	**G**	FP

B. HISTORY/ASSOCIATION

6	PERSON/ORGANIZATION Continental Can company	**E**	VG	G	FP
7	EVENT none of individual significance	E	VG	G	**FP**
8	PATTERNS Industrial development early 20th Century	**E**	VG	G	FP
9	AGE c. 1928-1931	E	VG	**G**	FP

C. ENVIRONMENTAL/CONTEXT

10	CONTINUITY compatible with the industrial character of the area	E	VG	**G**	FP
11	SETTING important in maintaining the former character of the area	E	**VG**	G	FP
12	FAMILIARITY not easily seen, behind large warehouses	E	VG	G	**FP**

D. INTEGRITY

13	CONDITION	E	**VG**	G	FP
14	EXTERIOR ALTERATIONS entrances and windows	E	**VG**	G	FP
15	STRUCTURAL REMOVALS	**E**	VG	G	FP
16	SITE	**E**	VG	G	FP

E. REVERSIBILITY

17	EXTERIOR	E	**VG**	G	FP

F. ADDITIONAL CONSIDERATIONS/BONUS POINTS

18	INTERIOR VISUAL	E	VG	G	FP
19	INTERIOR HISTORY	E	VG	G	FP
20	INTERIOR ALTERATIONS	E	VG	G	FP
21	INTERIOR REVERSIBILITY	E	VG	G	FP
22	NATIONAL OR CALIFORNIA REGISTER appears eligible for the CRHR	E	**VG**	G	FP

REVIEWED BY: Bonnie Bamburg DATE: September 15, 2008

EVALUATION TALLY SHEET
(PART 1)

HISTORIC RESOURCE ADDRESS: N. 9th & Taylor Streets

			E	VG	G	FP	
A		VISUAL QUALITY/DESIGN					
	1	EXTERIOR	16	12	6	0	12
	2	STYLE	10	8	4	0	8
	3	DESIGNER	6	4	2	0	2
	4	CONSTRUCTION	10	8	4	0	8
	5	SUPPORTIVE ELEMENTS	8	6	3	0	3
					Subtotal:		33
B.		HISTORY/ASSOCIATION					
	6	PERSON/ORGANIZATION	20	15	7	0	20
	7	EVENT	20	15	7	0	0
	8	PATTERNS	12	9	5	0	12
	9	AGE	8	6	3	0	3
					Subtotal:		35
C.		ENVIRONMENTAL/ CONTEXT					
	10	CONTINUITY	8	6	3	0	3
	11	SETTING	6	4	2	0	4
	12	FAMILIARITY	10	8	4	0	0
					SUBTOTAL:		7
					A & C SUBTOTAL:		40
					B SUBTOTAL:		35
					PRELIMINARY TOTAL: (sum of A. B. & C.)		75

EVALUATION TALLY SHEET
(PART II)

HISTORIC RESOURCE ADDRESS: N. 9th & Taylor Streets

D.	INTEGRITY	E	VG	G	FP					
	13 CONDITION		0.03	0.05	0.1	75	X	0.03	=	2.25
	SUBTOTAL A,B&C									
	14 EXTERIOR ALTERATIONS		0.05	0.1	0.2	40	X	0.05	=	2
	SUBTOTAL A&C									
			0.03	0.05	0.1	35	X	0.03	=	1.05
	FROM B									
	15 STRUCTURAL REMOVALS		0.2	0.3	0.4	40	X	0	=	0
	SUBTOTAL: A & C									
			0.1	0.2	0.4	35	X	0	=	0
	FROM B									
	16 SITE		0.1	0.2	0.4	35	X	0	=	0
	FROM B									
		INTEGRITY DEDUCTIONS SUBTOTAL								5.3
		ADJUSTED SUBTOTAL:				75	-	5.3		69.7
		(Preliminary Total minus Integrity Deductions)								
		VALUE								
E	REVERSIBILITY	E	VG	G	FP					
	17 EXTERIOR	3	3	2	2					3
				Total:		3				
F.	ADDITIONAL CONSIDERATIONS									
	BONUS POINTS									
	18 INTERIOR HISTORY ASSOCIATION	3	3	1	0	0				
	19 INTERIOR VISUAL QUALITY	3	3	1	0	0				
	20 INTERIOR ALTERATIONS	4	4	3	1	0				
	21 INTERIOR REVERSIBILITY	4	4	2	0	0				
	22 NATIONAL OR CALIFORNIA REGISTER	20	15	10	0	15				
		BONUS POINTS SUBTOTAL:								15
		ADJUSTED TOTAL:								87.7

HISTORIC EVALUATION SHEET

HISTORIC RESOURCE NAME: Tri-Valley Growers- Cannery
HISTORIC RESOURCE ADDRESS: 441-445 E. Taylor (NE Corner of E.Taylor & N. 9th St)

A. VISUAL QUALIFICATIONS

1	EXTERIOR Industrial site that has been altered for new uses	E	VG	**G**	FP
2	STYLE Remodeled; late Twientieth-Century light-industrial	E	VG	G	**FP**
3	DESIGNER unknown original/1956 Contractor - C.N. Swenson Company	E	VG	G	**FP**
4	CONSTRUCTION wood frame-stucco with contemporary windows,	E	VG	**G**	FP
5	SUPPORTIVE ELEMENTS Processing building (remodeled)	E	VG	**G**	FP

B. HISTORY/ASSOCIATION

6	PERSON/ORGANIZATION Tri-Valley Packing Assoc. Tri-Valley Growers	**E**	VG	G	FP
7	EVENT none of individual significance	E	VG	G	**FP**
8	PATTERNS Industrial developmentmid-20th Centruy(Fruit Canning)	**E**	VG	G	FP
9	AGE c. 1920-1956	E	VG	**G**	FP

C. ENVIRONMENTAL/CONTEXT

10	CONTINUITY compatible with the industrial character of the area	E	VG	**G**	FP
11	SETTING: setback, bulk and mass are compatible with the area	E	VG	**G**	FP
12	FAMILIARITY A familiar feature in the neighborhood.	E	VG	**G**	FP

D. INTEGRITY

13	CONDITION Remodeled and reinforced c. 1980's	**E**	VG	G	FP
14	EXTERIOR ALTERATIONS wall surface, new windows, entry structrues	E	VG	G	**FP**
15	STRUCTURAL REMOVALS section of building, openings, entries, interior alterations	E	**VG**	G	FP
16	SITE	**E**	VG	G	FP

E. REVERSIBILITY

17	EXTERIOR not easy to reverse/very difficult to judge	E	VG	**G**	FP

F. ADDITIONAL CONSIDERATIONS/BONUS POINTS

18	INTERIOR VISUAL	E	VG	G	**FP**
19	INTERIOR HISTORY alterations for new use destroyed identity with former use	E	VG	G	**FP**
20	INTERIOR ALTERATIONS extensive	E	VG	G	**FP**
21	INTERIOR REVERSIBILITY Difficult to judge	E	VG	G	**FP**
22	NATIONAL OR CALIFORNIA REGISTER loss of integrity	E	VG	G	**FP**

REVIEWED BY: Bonnie Bamburg DATE: July 15, 200

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EVALUATION TALLY SHEET
(PART 1)

HISTORIC RESOURCE ADDRESS: 441-445 E. Taylor (NE Corner of E.Taylor & N. 9th St)

			E	VG	G	FP	
A		VISUAL QUALITY/DESIGN					
	1	EXTERIOR	16	12	6	0	6
	2	STYLE	10	8	4	0	0
	3	DESIGNER	6	4	2	0	0
	4	CONSTRUCTION	10	8	4	0	4
	5	SUPPORTIVE ELEMENTS	8	6	3	0	3
					Subtotal:		13
B.		HISTORY/ASSOCIATION					
	6	PERSON/ORGANIZATION	20	15	7	0	20
	7	EVENT	20	15	7	0	0
	8	PATTERNS	12	9	5	0	12
	9	AGE	8	6	3	0	3
					Subtotal:		35
C.		ENVIRONMENTAL/ CONTEXT					
	10	CONTINUITY	8	6	3	0	3
	11	SETTING	6	4	2	0	2
	12	FAMILIARITY	10	8	4	0	4
					SUBTOTAL:		9
					A & C SUBTOTAL:		22
					B SUBTOTAL:		35
					PRELIMINARY TOTAL: (sum of A. B. & C.)		57

EVALUATION TALLY SHEET
(PART II)

HISTORIC RESOURCE ADDRESS: 441-445 E. Taylor (NE Corner of E.Taylor & N. 9th St)

D.	INTEGRITY	E	VG	G	FP					
	13 CONDITION		0.03	0.05	0.1	57	X	0.03	=	1.71
	SUBTOTAL A,B&C									
	14 EXTERIOR ALTERATIONS		0.05	0.1	0.2	22	X	0.2	=	4.4
	SUBTOTAL A&C									
			0.03	0.05	0.1	35	X	0.1	=	3.5
	FROM B									
	15 STRUCTURAL REMOVALS		0.2	0.3	0.4	22	X	0.2	=	4.4
	SUBTOTAL: A & C									
			0.1	0.2	0.4	35	X	0.1	=	3.5
	FROM B									
	16 SITE		0.1	0.2	0.4	35	X	0	=	0
	FROM B									
		INTEGRITY DEDUCTIONS SUBTOTAL								17.51
		ADJUSTED SUBTOTAL:				57	-	17.5		39.49
		(Preliminary Total minus Integrity Deductions)								
		VALUE								
E	REVERSIBILITY	E	VG	G	FP					
	17 EXTERIOR	3	3	2	2					2
				Total:		2				
F.	ADDITIONAL CONSIDERATIONS									
	BONUS POINTS									
	18 INTERIOR HISTORY ASSOCIATION	3	3	1	0	0				
	19 INTERIOR VISUAL QUALITY	3	3	1	0	0				
	20 INTERIOR ALTERATIONS	4	4	3	1	0				
	21 INTERIOR REVERSIBILITY	4	4	2	0	0				
	22 NATIONAL OR CALIFORNIA REGISTER	20	15	10	0	0				
		BONUS POINTS SUBTOTAL:								0
		ADJUSTED TOTAL:								41.49

HISTORIC EVALUATION SHEET

HISTORIC RESOURCE NAME: Tri-Valley Growers- Fruit Processing Building
HISTORIC RESOURCE ADDRESS: N. 10th at E. Taylor

A. VISUAL QUALIFICATIONS

1	EXTERIOR Industrial building that has been altered for new use	E	VG	**G**	FP
2	STYLE Remodeled; late Twentieth-Century commercial	E	VG	G	**FP**
3	DESIGNER appears to be design/build C.N. Swenson Company	E	VG	**G**	FP
4	CONSTRUCTION wood frame-stucco with contemporary windows, retains c.1956 saw-tooth roof	E	VG	**G**	FP
5	SUPPORTIVE ELEMENTS Cannery building, warehouse (remodeled)	E	VG	G	**FP**

B. HISTORY/ASSOCIATION

6	PERSON/ORGANIZATION Tri-Valley Packing Assoc. Tri-Valley Growers	**E**	VG	G	FP
7	EVENT none of individual significance	E	VG	G	**FP**
8	PATTERNS Industrial developmentmid-20th Centruy(Fruit Canning)	**E**	VG	G	FP
9	AGE c. 1956	E	VG	G	**FP**

C. ENVIRONMENTAL/CONTEXT

10	CONTINUITY compatible with the industrial character of the area	E	VG	**G**	FP
11	SETTING: setback, bulk and mass are compatible with the area	E	VG	**G**	FP
12	FAMILIARITY A familiar feature in the neighborhood.	E	VG	**G**	FP

D. INTEGRITY

13	CONDITION Remodeled and reinforced c. 1980's	**E**	VG	G	FP
14	EXTERIOR ALTERATIONS multi-tenant entrances and windows	E	VG	**G**	FP
15	STRUCTURAL REMOVALS wall area (new windows) and interior alterations	E	**VG**	G	FP
16	SITE	**E**	VG	G	FP

E. REVERSIBILITY

17	EXTERIOR very difficult to judge	E	VG	**G**	FP

F. ADDITIONAL CONSIDERATIONS/BONUS POINTS

18	INTERIOR VISUAL remodeled c. 1980's & 90's	E	VG	G	**FP**
19	INTERIOR HISTORY alterations for new use destroyed identity with former use	E	VG	G	**FP**
20	INTERIOR ALTERATIONS extensive	E	VG	G	**FP**
21	INTERIOR REVERSIBILITY Difficult to judge	E	VG	G	**FP**
22	NATIONAL OR CALIFORNIA REGISTER	E	VG	G	**FP**

REVIEWED BY: Bonnie Bamburg DATE: September 1

EVALUATION TALLY SHEET
(PART 1)

HISTORIC RESOURCE ADDRESS: N. 10th at E. Taylor

			E	VG	G	FP	
A	VISUAL QUALITY/DESIGN						
	1	EXTERIOR	16	12	6	0	6
	2	STYLE	10	8	4	0	0
	3	DESIGNER	6	4	2	0	2
	4	CONSTRUCTION	10	8	4	0	4
	5	SUPPORTIVE ELEMENTS	8	6	3	0	0
					Subtotal:		12
B.	HISTORY/ASSOCIATION						
	6	PERSON/ORGANIZATION	20	15	7	0	20
	7	EVENT	20	15	7	0	0
	8	PATTERNS	12	9	5	0	12
	9	AGE	8	6	3	0	0
					Subtotal:		32
C.	ENVIRONMENTAL/ CONTEXT						
	10	CONTINUITY	8	6	3	0	3
	11	SETTING	6	4	2	0	2
	12	FAMILIARITY	10	8	4	0	4
					SUBTOTAL:		9
					A & C SUBTOTAL:		21
					B SUBTOTAL:		32
					PRELIMINARY TOTAL: (sum of A. B. & C.)		53

EVALUATION TALLY SHEET
(PART II)

HISTORIC RESOURCE ADDRESS: N. 10th at E. Taylor

D.	INTEGRITY	E	VG	G	FP					
	13 CONDITION		0.03	0.05	0.1	53	X	0.03	=	1.59
	SUBTOTAL A,B&C									
	14 EXTERIOR ALTERATIONS		0.05	0.1	0.2	21	X	0.1	=	2.1
	SUBTOTAL A&C									
			0.03	0.05	0.1	32	X	0.05	=	1.6
	FROM B									
	15 STRUCTURAL REMOVALS		0.2	0.3	0.4	21	X	0.2	=	4.2
	SUBTOTAL: A & C									
			0.1	0.2	0.4	32	X	0.1	=	3.2
	FROM B									
	16 SITE		0.1	0.2	0.4	32	X	0	=	0
	FROM B									
		INTEGRITY DEDUCTIONS SUBTOTAL								12.69
		ADJUSTED SUBTOTAL:				53	-	12.7		40.31
		(Preliminary Total minus Integrity Deductions)								
		VALUE								
E	REVERSIBILITY	E	VG	G	FP					
	17 EXTERIOR	3	3	2	2					2
				Total:		2				
F.	ADDITIONAL CONSIDERATIONS									
	BONUS POINTS									
	18 INTERIOR HISTORY ASSOCIATION	3	3	1	0	0				
	19 INTERIOR VISUAL QUALITY	3	3	1	0	0				
	20 INTERIOR ALTERATIONS	4	4	3	1	0				
	21 INTERIOR REVERSIBILITY	4	4	2	0	0				
	22 NATIONAL OR CALIFORNIA REGISTER	20	15	10	0	0				
		BONUS POINTS SUBTOTAL:								0
		ADJUSTED TOTAL:								42.31

Report by

Architectural Resources Group, Inc.

ARCHITECTURAL RESOURCES GROUP, INC.
Architects, Planners & Conservators

CONTINENTAL CAN CO. WAREHOUSE
385-395 East Taylor Street, San Jose, CA

Evaluation of Proposed Alteration
November 18, 2009

Associate Principal Charles Chase and Preservation Planner Matthew Davis of Architectural Resources Group, Inc. have reviewed the proposed project at the former Continental Can Co. Warehouse at 385-395 East Taylor Street (APN: 249-07-006) for compliance with the Secretary of the Interior's *Standards for Rehabilitation*. We conclude that, given the design challenges inherent in re-using a historic warehouse building, the proposed project incorporates a design approach in keeping with the *Standards*.

Historian Bonnie Bamburg of Urban Programmers completed State of California Department of Parks and Recreation (DPR) 523A and 523B forms for the Continental Can Co. Warehouse in September 2008 . These DPR forms included a detailed discussion of the building's architecture, historical background and significance, which is summarized in the next two sections below.

Building Description

The warehouse building at 385-395 East Taylor Street is a two-story brick building that was originally rectangular and was extended in trapezoidal fashion to follow the angle of the railroad to the west. The building has regular window openings on the ground level that are filled with industrial square panes of glass and roll-up door covered entrances. The second level windows are smaller, four-over-four, metal frame industrial sash, and are regularly spaced on the east and west facades. The brick is laid in the English style with five stretcher rows between header rows, a common style. The building is supported by a regular grid of 20" by 20" concrete columns. A concrete beam and slab system divides the two levels, the edge of which is visible along all façades of the building.

In 1969, the Continental Can Company remodeled the former bulk storage space for offices and training facilities. It appears industrial colored glass was added to the first level during these alterations. Subsequent alterations in the 1980s and 1990s include further adaptation of the space for small business use, along with removal of the large loading doors at the ends of the building and replacing them with inappropriate infill and a pedestrian entrance. Judging from

the center portion of the east façade, which exhibits the rhythm and form of the original design, several other windows have been replaced. The west façade, along the railroad is similar to the east with loading dock openings covered with rolling doors and banks of multi-pane windows. This side appears to be relatively intact exhibiting original materials and design. The cornice is a narrow overhanging gutter system.

While the façades appear to be in good condition, the building does exhibit serious deterioration and fault cracks, particularly at the northwest and southeast corners.

Historical Significance and Background

According to Bamburg's evaluation:

> The Continental Can Company Warehouse building does not appear individually eligible for listing in the National Register of Historic Places due to a lack of significant associations or events. It does appear eligible for listing in the California Register of Historic Resources under criteria 3, recognizing the architecture of the building as unusual type and design as unusual in San Jose. The warehouse rated a category of Candidate City Landmark under the San Jose Historic Landmark Criteria (page 2).

As World War I ended, several successful growers, canners and dryers formed the California Fruit Packers Association (CalPak) , enabling growers, canners and dryers to distribute the produce of the Santa Clara Valley worldwide. The food processing industry would become a primary driver of population and wealth growth in San Jose. Construction began in San Jose in 1918 along the railroads, with plants often taking over buildings left empty by prohibition. F.W. Wool, Baron-Gray, Richmond-Chase, Calpak-Del Monte, Tri-Valley Growers and Packers, Sunsweet, and Hunt Bros. constructed plants throughout the Valley. San Jose plants were concentrated in the Taylor-Jackson area, The Alameda, along South 3rd through 9th Streets, and in Willow Glen. The food processors were followed by American Can, Continental Can and other secondary manufacturers of containers and machinery.

In the early twentieth century, the tin can emerged as the primary container for transporting processed fruit, vegetables and drinks from the cannery or processing plant to the consumer. As such, the tin can was a critical element in the growth and success of fruit canning in San Jose, an industry that that fueled the local economy for over 30 years.

The Continental Can Company acquired the project site in 1927, the second national can manufacturer to locate in San Jose. While local companies established factories to manufacture containers, these appear to all have been acquired by national corporations. The first national can maker to come to San Jose was American Can Company, the largest canning company in the nation, which located at Martha and South 5th Street circa 1920.

The Continental Can Company was founded in 1904 by Edwin Norton the first president of American Can Company and incorporated in New York in 1913. It merged with the Los Angeles

Can Company in 1926, and then merged with the Continental Can Company of California as it moved to acquire independent can manufacturers.

Continental Can Company did not follow the local building style of wood frame and corrugated metal walls, preferring instead a more corporate brick style. Although also adapted by CalPak, this style of corporate industrial architecture is uncommon in San Jose and reflects the style of the previous century. It also reflects the importance that national corporations placed on the region's food processing industry.

The factory on East Taylor Street initially operated in the wood frame building constructed for the G. N. Easton Can Company until a new building was constructed in 1934. The new factory manufactured tin cans that were transported to several canneries. The proximity of the adjacent Tri-Valley Packing Association allowed cans to be transported by overhead conveyor as well as by pallets moved by vehicles. During the 1930s the company grew quickly as cans became the accepted container for most processed food as well as beer and carbonated beverages. In 1934, a new reinforced concrete two-story factory was constructed at Plant #17 in San Jose (replacing the Easton Can Company buildings). (This building is now occupied by Gordon Biersch.)

By 1942, Continental Can Company was the second largest national manufacturer, about half the size of American Can Company. Together these two companies manufactured three-quarters of all tin cans in the nation. Following World War II, both companies expanded their product line to include paper goods, corrugated cardboard boxes and crown bottle caps. Continental Can Company also grew by adding licensed affiliates manufacturing cans in Europe, a tactic that proved very beneficial and allowed Continental Can Company to pass American Can as the largest manufacturer for a brief period in the late 1950s. At the same time, California was beginning an industrial relocation movement as urban areas spread residential development into the orchards and areas occupied previously by industrial plants.

The local economy diversified in the 1950s, with emerging high-tech industries displacing agriculture as new campus facilities were constructed on farm and orchard land. The farms, orchards and canneries began to relocate toward the (still rural) center of the state. With the relocation of the canneries to the Central Valley, Plant #17, was in the wrong location to be efficient and was considered too expensive to retool for the new two-part, or "pop-top" can. The plant continued to diminish production through the 1960s.

As profit margins dropped, the company attempted to diversify by acquiring businesses in other industries, including the financial sector and oil and gas. This diversification, however, was short-lived, and the Continental Can Company Plant #17 closed in 1980, one of 15 plants considered no longer efficient because they were too far from the canneries and beverage manufacturers. The building appears to have been used for warehousing until it was sold. In 1988, when the main plant building was leased to Gordon Biersch Brewery, the warehouse was divided and remodeled along the modular sections of the original building and leased to small businesses.

Proposed Project
The proposed project entails converting the warehouse building to multi-family residential use. Specific proposed alterations, which are shown in the accompanying drawings, include:

- Addition of a third story with a skylight running most of the length of the building. This story will be recessed on all four elevations and would sit at least six feet inside the existing parapet, which will be retained. The parapet will also serve as a guard rail for an exterior walking space surrounding the new story.

- Addition of windows on both stories of the north and south elevations. These windows will be 6-over-6, industrial sash assemblies that are similar to the building's existing historic windows, though double-paned to accommodate residential use.

- Removal of roll-up doors for vehicular access and partial removal of non-historic infill from the ground floor bays on the east and west elevations and replacement with new window assemblies. These window assemblies will consist of multi-lite metal sash similar in appearance to the existing historic windows. Unlike the existing windows, the replacement window assemblies will be double-paned to accommodate residential use. Some of the ground-floor window assemblies will consist of groups of three 6-over-6, metal sash assemblies.

- Addition of windows at the second story of the east and west elevations. These windows, which will sit beneath the existing 4-over-4 windows, will consist of groups of three 6-over-6, metal sash assemblies that are similar to the building's existing historic windows, though double-paned.

- Infill of the walls behind the 4-over-4 windows (which will themselves be retained), as they will fall against a new floor plane in the three story scheme.

- Removal of the existing brick entry and raised platform at the building's south elevation, and replacement with a larger, more accessible brick entry. The color of the new entry would distinguish it from the historic walls of the building.

- Removal of the existing roof to accommodate addition of a third story.

- Extensive remodeling of the building's interior. The proposed interior alterations include two alternatives. Under Alternative A, the building will be converted to one-, two- and three-bedroom units, while Alternative B consists of artist lofts, studios and one-bedroom units. Under either alternative, the building's structural bays will be retained and the proposed treatment of the exterior will be the same.

The Secretary of the Interior's Standards for Rehabilitation

The Secretary of the Interior is responsible for establishing standards for all programs under Departmental authority and for advising Federal agencies on the preservation of historic properties listed in or eligible for listing in the National Register of Historic Places. The *Standards for Rehabilitation* (codified in 36 CFR 67 for use in the Federal Historic Preservation Tax Incentives program) address the most prevalent treatment. "Rehabilitation" is defined as "the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values."

Initially developed by the Secretary of the Interior to determine the appropriateness of proposed project work on registered properties within the Historic Preservation Fund grant-in-aid program, the *Standards for Rehabilitation* (the *Standards*) have been widely used over the years—particularly to determine if a rehabilitation qualifies as a Certified Rehabilitation for Federal tax purposes. In addition, the *Standards* have guided Federal agencies in carrying out their historic preservation responsibilities for properties in Federal ownership or control; and State and local officials in reviewing both Federal and nonfederal rehabilitation proposals. They have also been adopted by historic district and planning commissions across the country.

The intent of the *Standards* is to assist the long-term preservation of a property's significance through the preservation of historic materials and features. The *Standards* pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and interior of the buildings. They also encompass related landscape features and the building's site and environment, as well as attached, adjacent, or related new construction. To be certified for Federal tax purposes, a rehabilitation project must be determined by the Secretary of the Interior to be consistent with the historic character of the structure(s), and where applicable, the district in which it is located.

The Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

Project Evaluation

The project's conformance with the ten *Standards* (in bold) is assessed below. The building's lack of windows makes conversion to a non-warehouse use particularly challenging. With that challenge in mind, we feel the proposed design approach brings the rehabilitation as closely into conformance with the *Standards* as possible.

1. **A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.**

While the building's use will change from warehouse to residential, all proposed alterations have been designed to impact the building's defining characteristics as little as possible. Following adaptive reuse, the building, with its long brick walls and multi-lite metal sash, will still be easily readable as an early twentieth century industrial building beside the railroad tracks.

2. **The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.**

See above.

3. **Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.**

The design of the proposed project is based, not on conjecture, but on careful analysis of the building's existing characteristics.

4. **Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.**

No removal of any historic alteration is proposed. The existing entry at the south elevation is a windowless, one-story box without architectural detail or historical significance. The proposed removal of non-historic window and door infill dating from the 1960s or thereafter and replacement with window systems that match the original will enhance the building's ability to convey its historic significance.

5. **Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.**

The existing building is a simple warehouse. Distinctive features consist of the extensive use of brick and industrial metal sash window assemblies. Both of these components will be preserved by the proposed project.

6. **Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.**

Existing historic metal sash window assemblies will be repaired and preserved in place wherever possible. Where deterioration requires, they will be replaced by windows that mach the original in design, color and texture.

All loose, degraded or missing mortar will be repaired to match the appearance of the existing mortar. New mortar will be struck to match the original. Broken, cracked, or badly spalled brick will be replaced. Bricks that are sound and have minor holes, such as a hole from an anchor, will be patched with a masonry patching material to match the brick.

7. **Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.**

Surface cleaning of the existing brick will be conducted using a light pressure wash.

8. **Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.**

No disturbance of any archeological resource is proposed. The footprint of the building is being maintained.

9. **New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.**

Both the new entrance at the south elevation and the new third story have been designed to be "contemporary compatible." As shown in the accompanying drawings, these new features will be in keeping with the massing, size, scale and architectural features of the historic building, while still sufficiently differentiated to be easily legible as more recent interventions. The third story will consist of window walls with metal and/or porcelain panels or other similar material, making it much lighter in feel than the heavy brick and concrete construction of the existing building. In addition, the eave overhang will keep the third story in shade, reducing its visual prominence.

10. **New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.**

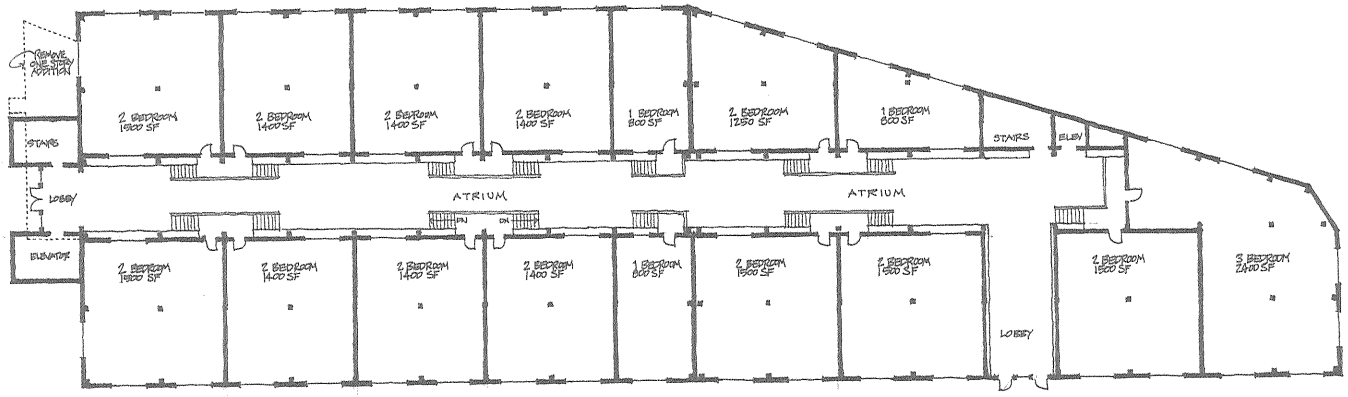
Both the new entrance at the south elevation and the new third story could be removed without affecting the integrity of the historic building. The parapet will be retained, and thus the new roof that would be required following removal of the third story will not be visible from the public right-of-way. Similarly, the proposed entrance at the south elevation could be removed while leaving the building's essential form intact.

San Jose Cannery Park

Continental Can Company Warehouse Conversion to Residential Use

Alternative A |

Residential 1, 2 and 3 bedroom units



FIRST FLOOR PLAN

1 bedroom units:	3
2 bedroom units:	12
3 bedroom units:	1
Total units:	16

Total units for buildings: 47

16 0 16 32

PLAN NORTH

TRUE NORTH

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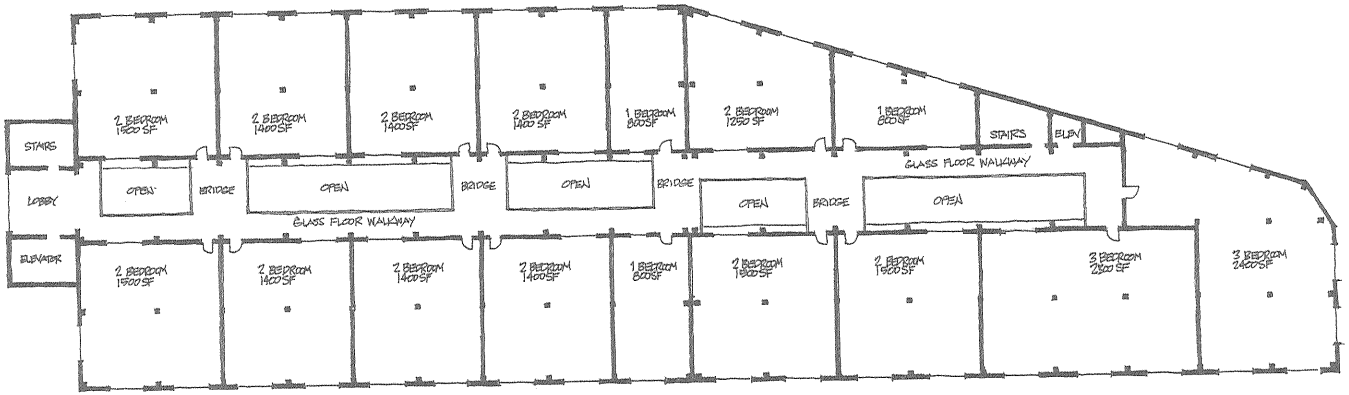
San Jose Cannery Park

September 23, 2009



SECOND FLOOR PLAN

1 bedroom units:	3
2 bedroom units:	11
3 bedroom units:	2
Total units:	16

Total units for buildings: 47

16 0 16 32

PLAN NORTH

TRUE NORTH

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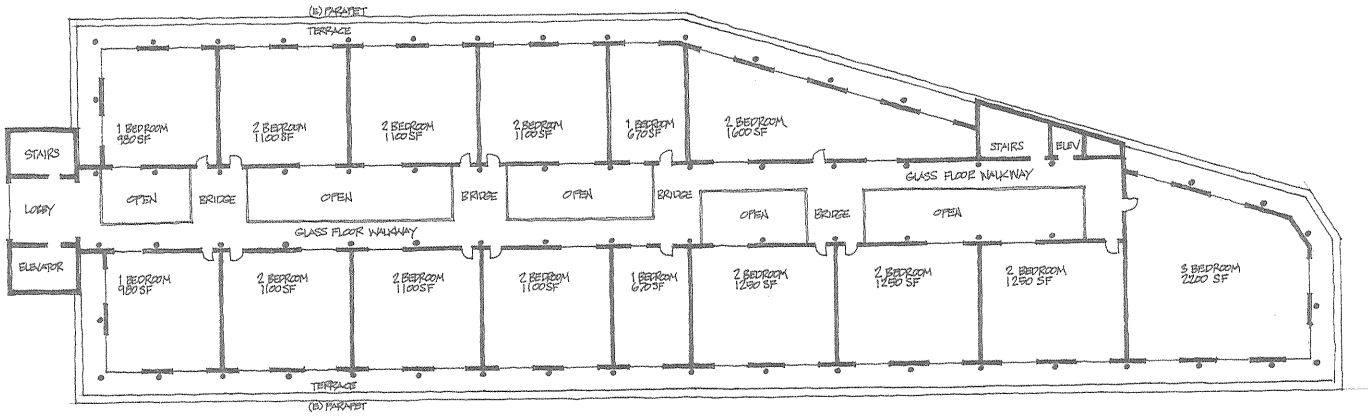

THIRD FLOOR PLAN

1 bedroom units:	4
2 bedroom units:	10
3 bedroom units:	1
Total units:	15

Total units for buildings: 47

16 0 16 32

PLAN NORTH

TRUE NORTH

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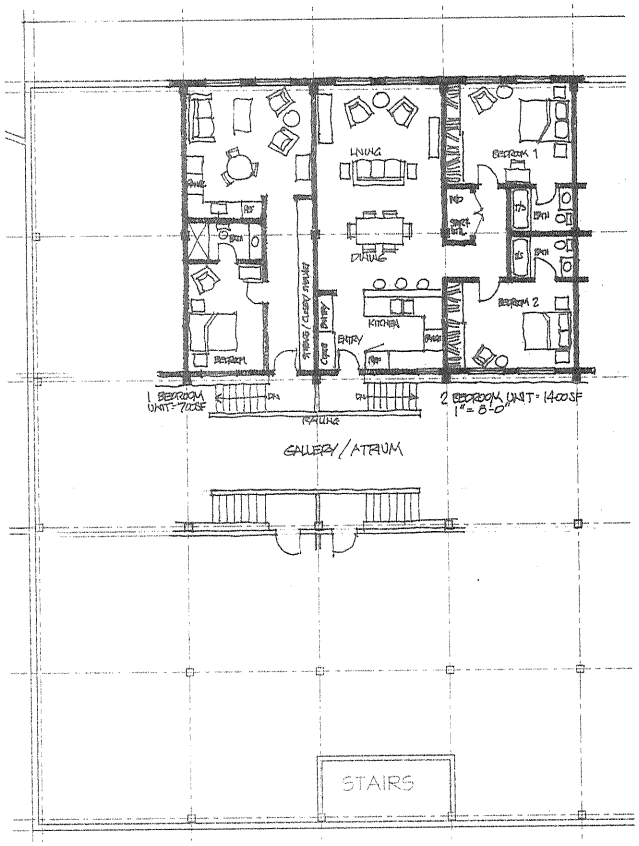

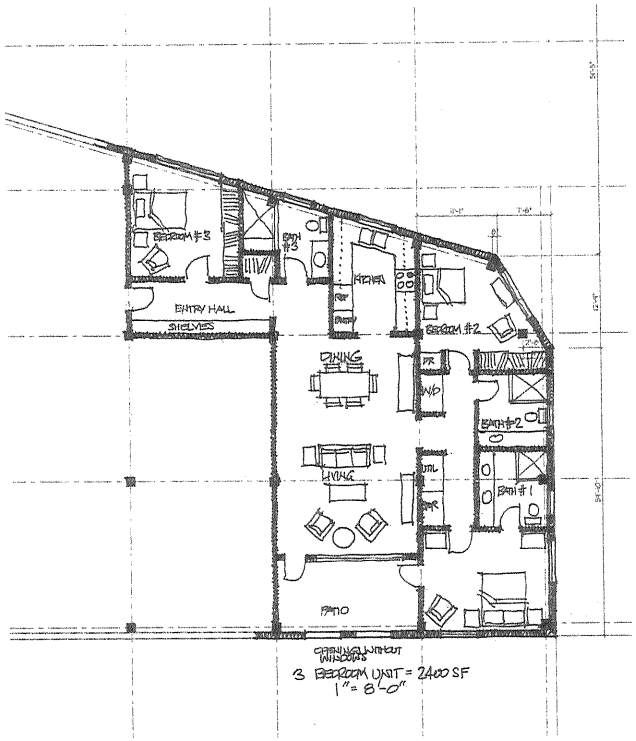

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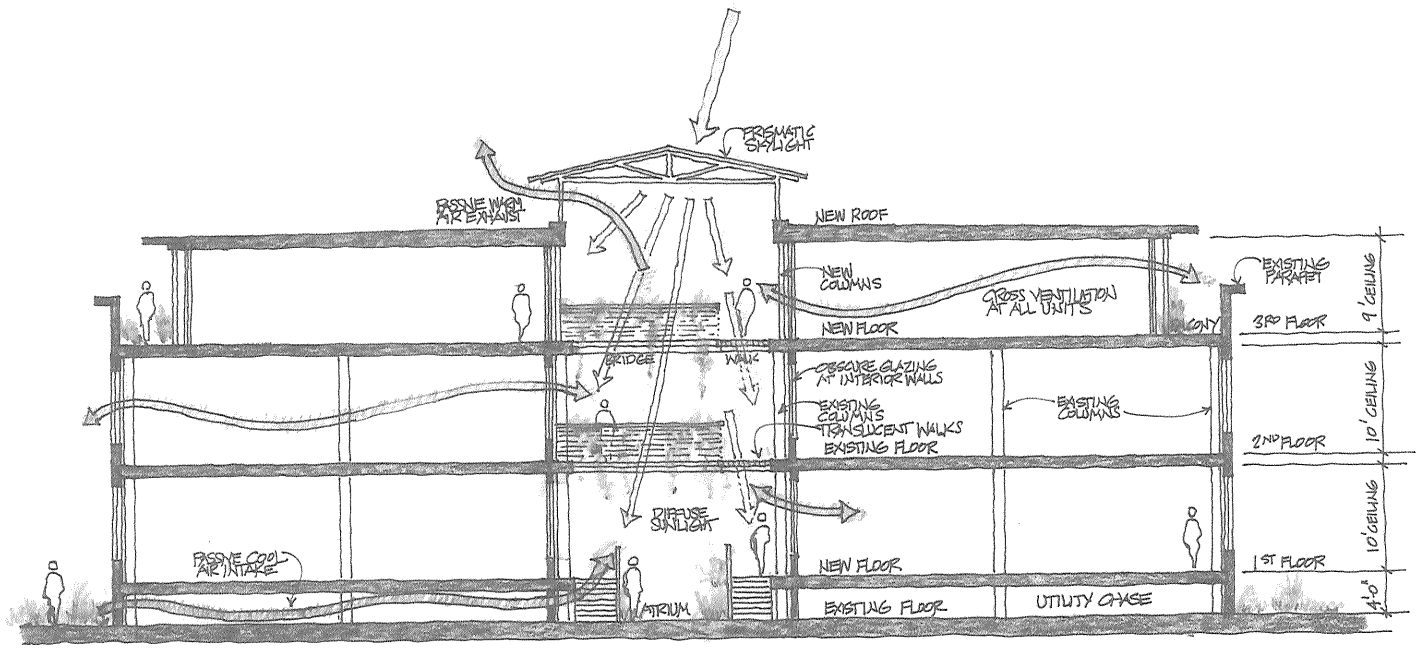

TRANSVERSE SECTION

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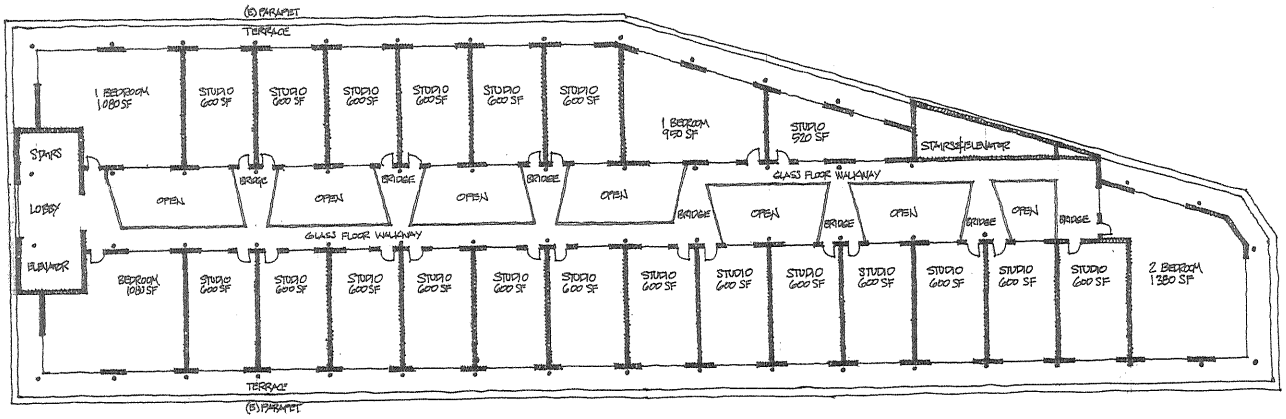
Continental Can Company Warehouse Conversion to Residential Use

Alternative B

Artist Lofts, Studios & 1 bedroom units



THIRD FLOOR PLAN

Studios:	20
1 bedroom units:	3
2 bedroom units:	1
Total units:	24

Total units for buildings: 68

16 0 16 32

PLAN NORTH

TRUE NORTH

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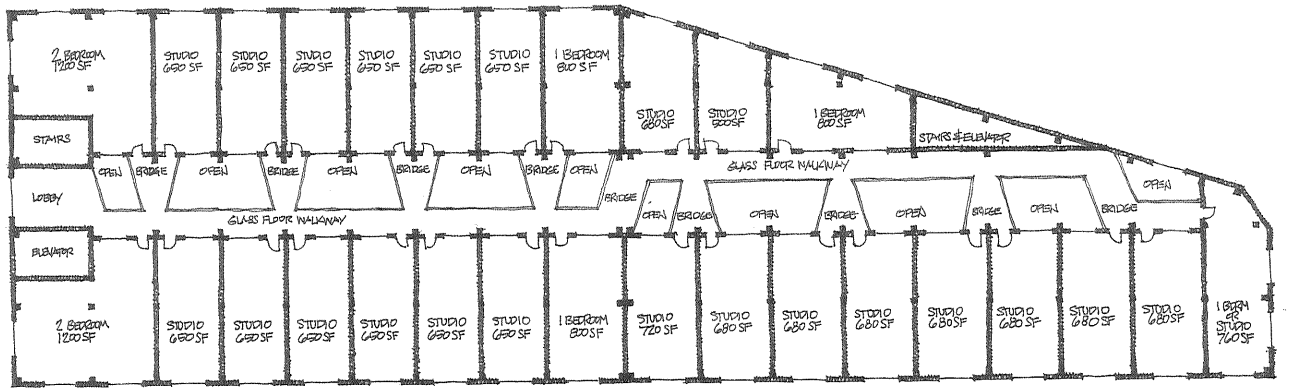

SECOND FLOOR PLAN

Studios:	23
1 bedroom units:	3
2 bedroom units:	2
Total units:	28

Total units for buildings: 68

16 0 16 32

FLAT NORTH

TRUE NORTH

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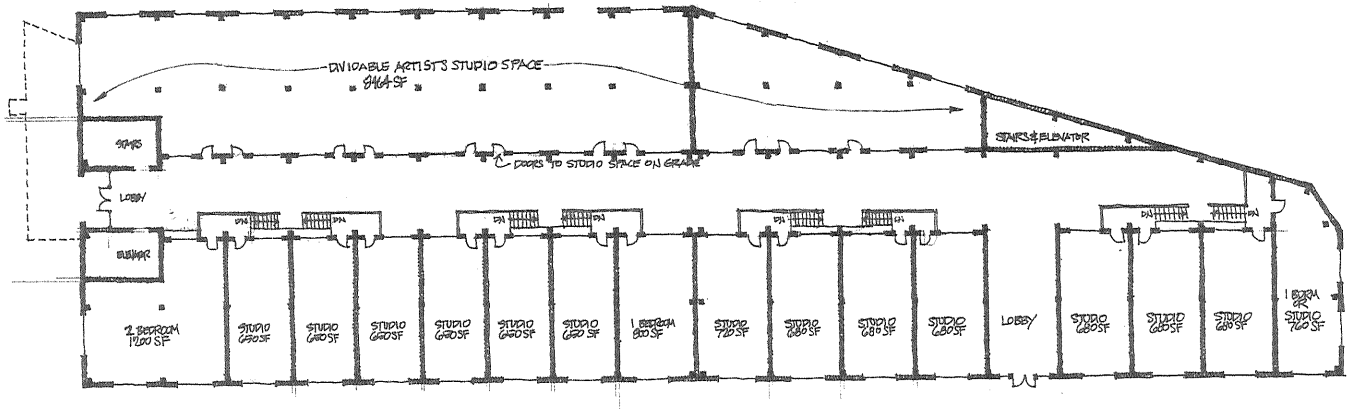

FIRST FLOOR PLAN

Studios:	13
1 bedroom units:	2
2 bedroom units:	1
Total units:	16

Total units for buildings: 68

16 0 16 32

FLAN NORTH

TRUE NORTH

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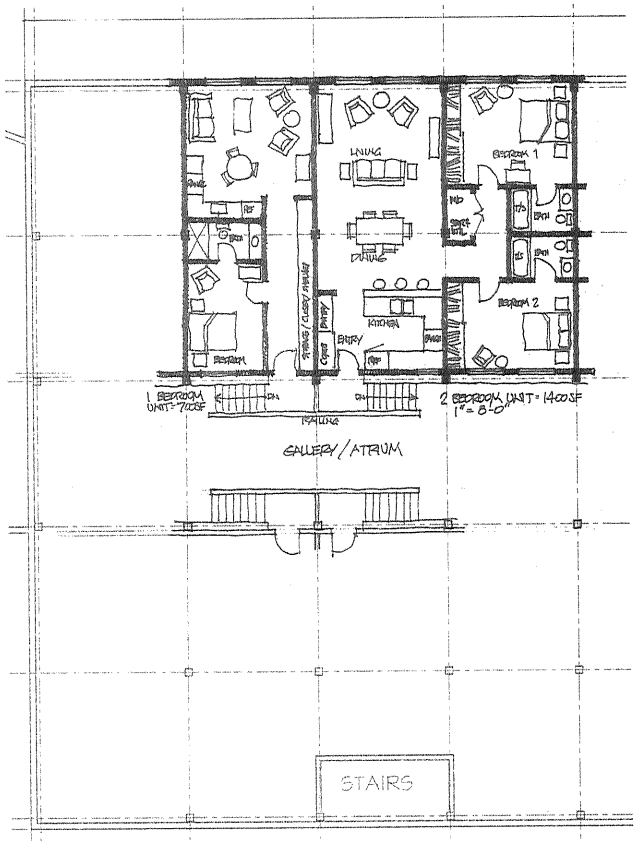

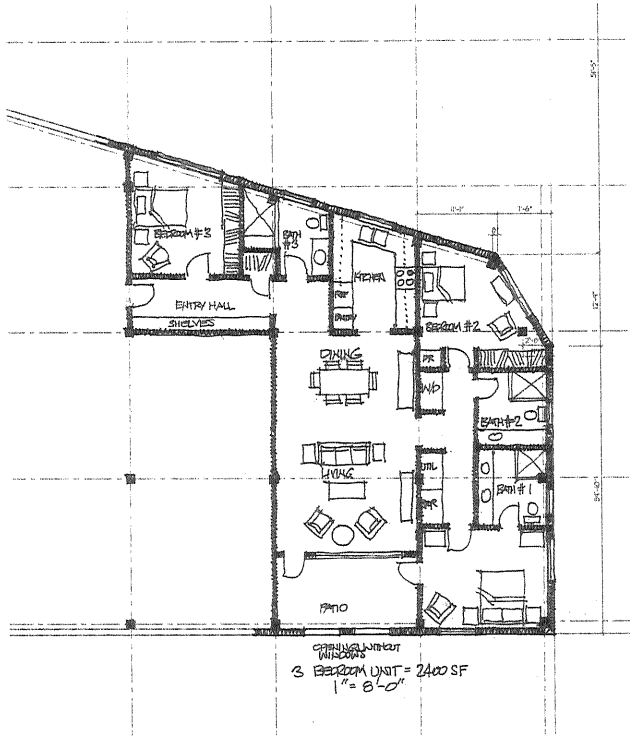

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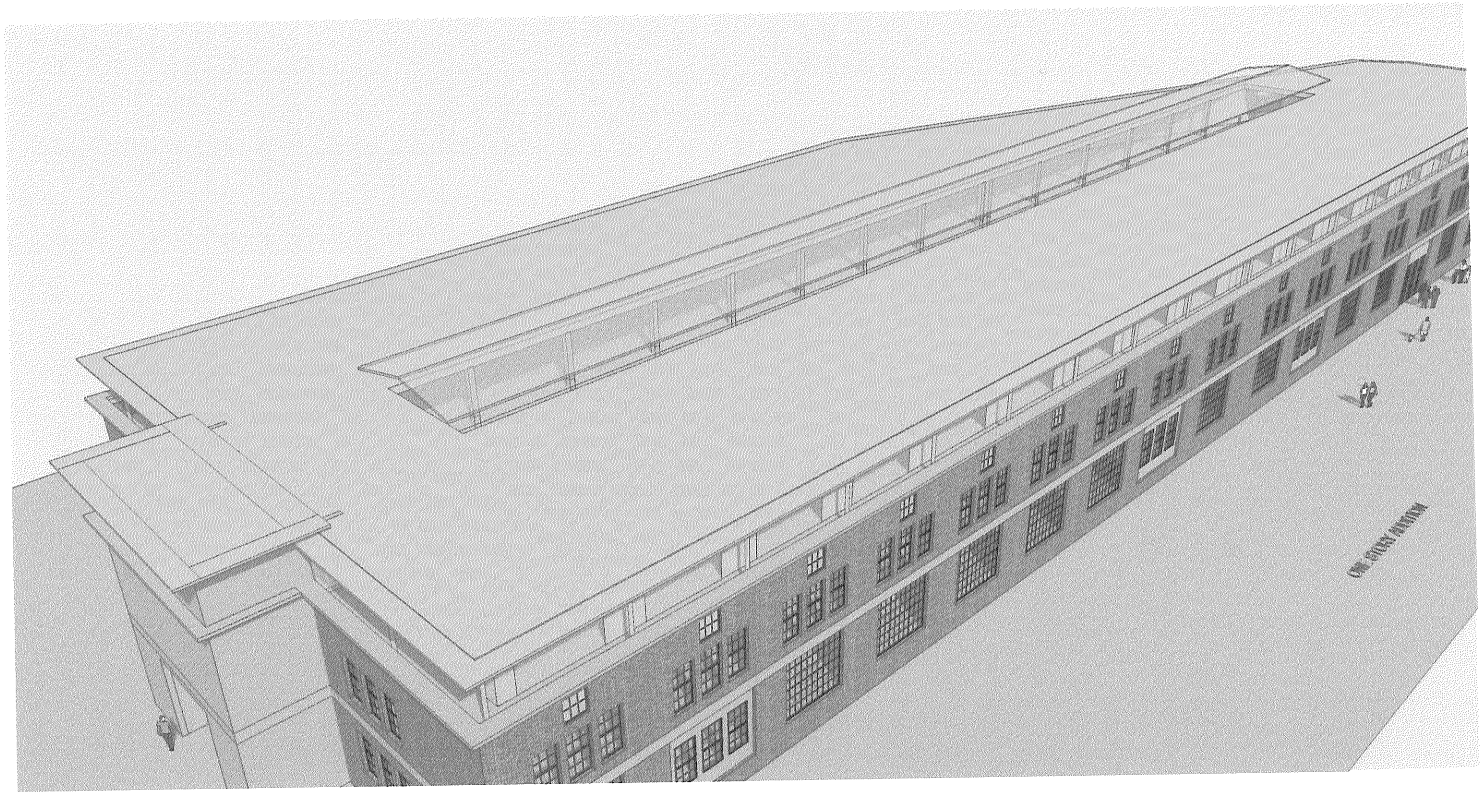

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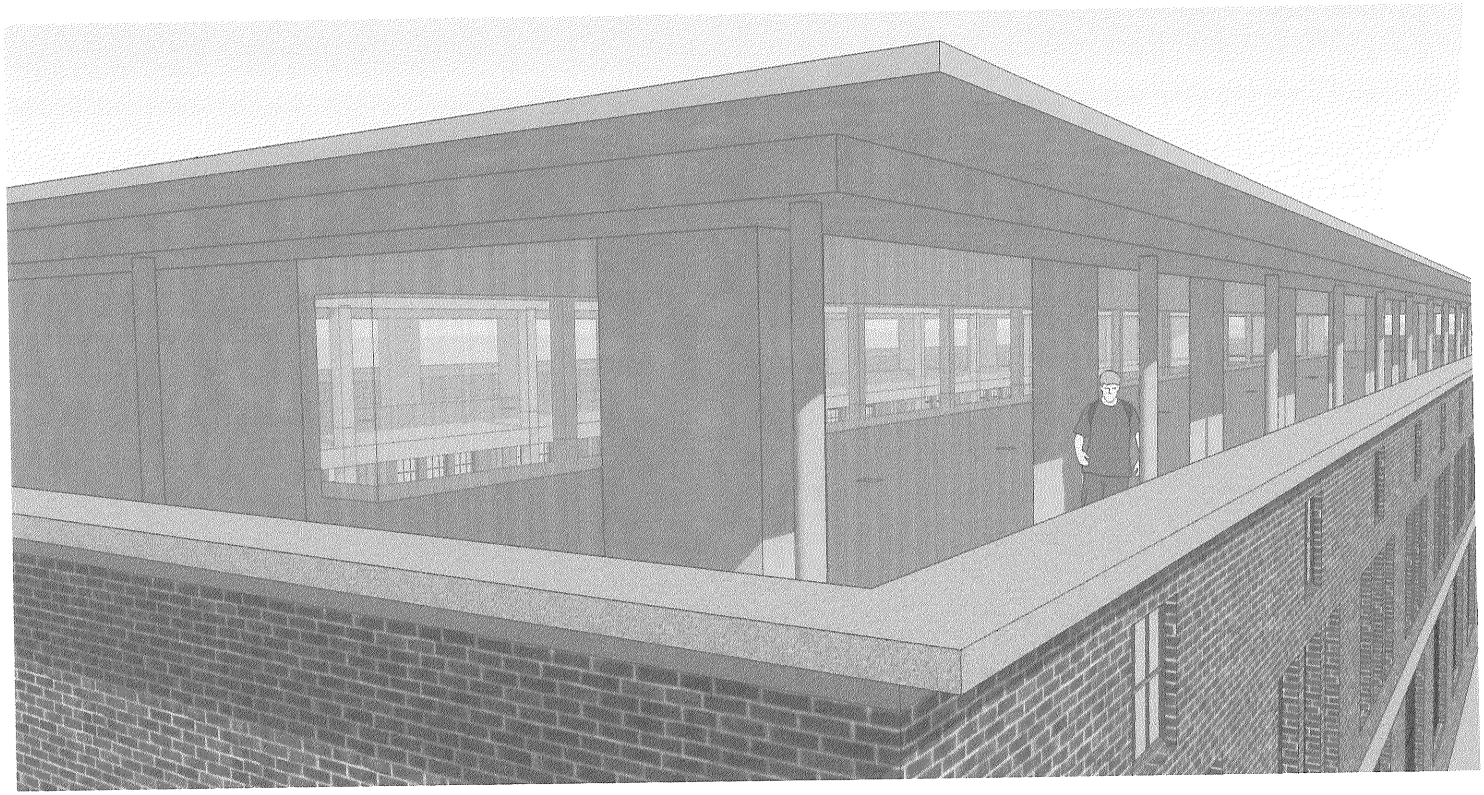

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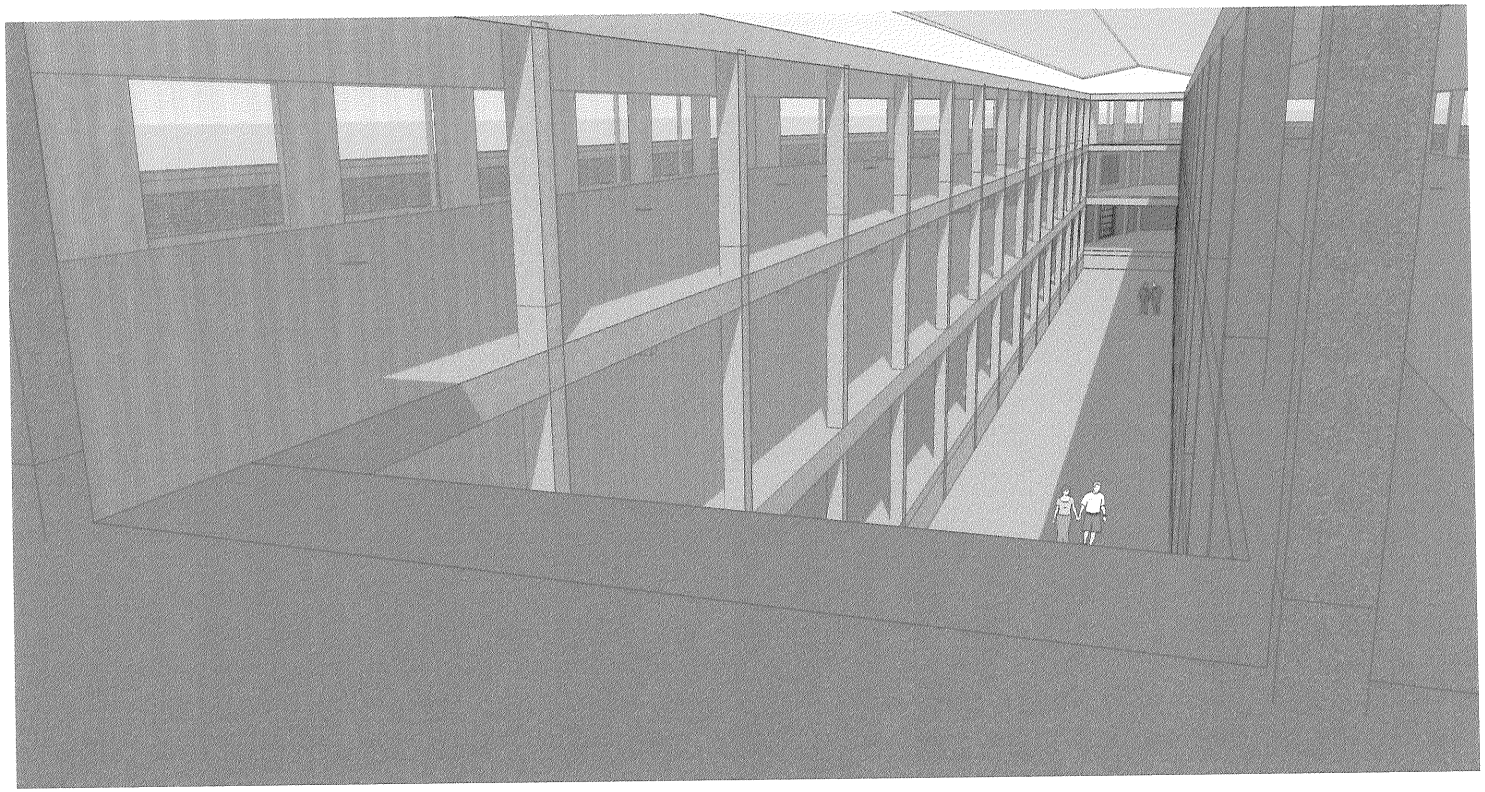

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September 23, 2009

APPENDIX D
PRELIMINARY GEOTECHNICAL INVESTIGATION

CORNERSTONE EARTH GROUP

Type of Services	**Preliminary Geotechnical Investigation**
Project Name	**Cannery Park I & II Condominiums**
Location	**Taylor & Tenth Streets** **San Jose, California**
Client	**CP Associates, LLC**
Client Address	**1475 Powell Street, Suite 201** **Emeryville, California**
Project Number	**228-1-1**
Date	**July 29, 2008**

REGISTERED PROFESSIONAL ENGINEER
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STATE OF CALIFORNIA

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CORNERSTONE EARTH GROUP

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Type of Services	**Preliminary Geotechnical Investigation**
Project Name	**Cannery Park I & II Condominiums**
Location	**Taylor & Tenth Streets** **San Jose, California**

SECTION 1: INTRODUCTION

This preliminary geotechnical investigation was prepared for the sole use of CP Associates, LLC for the Cannery Park I & II Condominiums in San Jose, California. The purpose of this study was to evaluate the existing subsurface conditions and develop an opinion regarding potential geotechnical concerns that could impact the proposed development. The preliminary geotechnical recommendations contained in this report are for your forward planning, project budgeting, and preliminary project design.

For our use, we were provided with a copy of a site plan (Sheet 2) prepared by LPMD Architects dated November 11, 2007. We also reviewed a copy of a preliminary geotechnical report for the adjacent parcel at 825 North 10th Street prepared by TRC Lowney dated July 19, 2006.

1.1 PROJECT DESCRIPTION

The project site is located at the northwest corner of Taylor and Tenth Street in San Jose, California. We understand approximately 8¾ acres of the 11½-acre site will be developed for a mixed-use residential and retail project. The mixed-use project includes 385 condominium units and 5,500 square feet of restaurant/retail space. The units will be located within three, four-story buildings over one level of parking. The parking will likely be constructed one-half level below current site grades. An additional four-story building with potential historical significance will also be included as part of the overall site development

The residential structures will likely be wood-frame over concrete podium construction. Appurtenant parking, utilities, landscaping and other improvements necessary for site development are also planned. An approximately 1½ acre park will be constructed at the west end of the project.

Structural loads and grading have not been finalized for the project; however, we assumed maximum interior dead plus live column loads for the podium buildings of approximately 200 to 350 kips. Cuts on the order of 4 to 6 feet are anticipated for the podium areas.

1.2 SCOPE OF SERVICES

Our scope of services was presented in our proposal dated December 4, 2007, and consisted of field and laboratory programs to evaluate physical and engineering properties of the subsurface soils, engineering analysis to prepare preliminary recommendations for site work and grading, building foundations, flatwork, retaining walls, and pavements, and preparation of this report. Brief descriptions of our exploration and laboratory programs are presented below.

1.3 EXPLORATION PROGRAM

Field exploration consisted of two borings drilled on March 18, 2008, with hollow-stem auger drilling equipment and three Cone Penetration Tests (CPTs) advanced on March 14, 2008. The borings were drilled to a depth of 45 feet; the CPTs were advanced to a depth of 50 feet. The two borings were advanced adjacent to two of the CPTs for direct evaluation of physical samples to correlated soil behavior; Boring EB-1 was advanced adjacent to CPT-1 and Boring EB-2 was advanced adjacent to CPT-2.

The borings and CPTs were backfilled with cement grout in accordance with local requirements; exploration permits were obtained as required by local jurisdictions. The approximate boring and CPT locations performed during this investigation, as well as boring and CPT's performed for a previous investigation in 2006, are shown on the Site Plan, Figure 2. Details regarding our field program are included in Appendix A. Field and laboratory data from the TRC Lowney investigation are presented in Appendix C.

1.4 LABORATORY TESTING PROGRAM

In addition to visual classification of samples, the laboratory program focused on obtaining data for foundation design and seismic ground deformation estimates. Testing included moisture contents (ASTM D2216), dry densities (ASTM D2937), washed sieve analyses (ASTM D1140), grain size analysis (ASTM D422) and Plasticity Indices (ASTM D4318). Details regarding our laboratory program are included in Appendix B.

1.5 ENVIRONMENTAL SERVICES

Environmental services were not requested for this project. If environmental concerns are determined to be present during future evaluations, the project environmental consultant should review our geotechnical recommendations for compatibility with the environmental concerns.

SECTION 2: REGIONAL SETTING

2.1 REGIONAL SEISMICITY

The San Francisco Bay area is one of the most seismically active areas in the Country. While seismologists cannot predict earthquake events, the U.S. Geological Survey's Working Group on California Earthquake Probabilities (2003) estimates there is a 62 percent chance of at least one magnitude 6.7 earthquake occurring in the Bay Area region between 2003 and 2032. As

seen with damage in San Francisco and Oakland due to the 1989 Loma Prieta earthquake that was centered about 50 miles south, significant damage can occur at considerable distances. Higher levels of shaking and damage would be expected for earthquakes occurring at closer distances.

The faults considered capable of generating significant earthquakes are generally associated with the well-defined areas of crustal movement, which trend northwesterly. The table below presents the State-considered active faults within 25 kilometers of the site.

Table 1: Approximate Fault Distances

Fault Name	Distance	
	(miles)	(kilometers)
Hayward (Southeast Extension)	4.8	7.7
Calaveras	7.6	12.2
Hayward (Total Length)	7.8	12.5
Monte Vista-Shannon	8.4	13.5
San Andreas (1906)	12.8	20.7
Sargent	15.1	24.4

A regional fault map is presented as Figure 3, illustrating the relative distances of the site to significant fault zones.

SECTION 3: SITE CONDITIONS

3.1 SURFACE DESCRIPTION

The 11 ½-acre site is located at the northwest corner of Taylor and Tenth Streets in San Jose, California. The site is bounded by Taylor Street to the south, 10th Street to the east, the Gordon Biersch Brewery and the Southern Pacific railroad tracks to the west, and an existing commercial building to the north.

The site is currently occupied by existing warehouse and light industrial buildings that occupy most of the site area. The buildings are surrounded by asphalt paved parking lots, truck loading dock areas, and city sidewalks. A grass landscaped area was observed adjacent to Taylor Street, as well as numerous mature trees around the perimeter of the buildings.

3.2 SUBSURFACE CONDITIONS

Surface pavements generally consisted of about 1½ to 7 inches of asphalt concrete over 0 to 5 inches of granular base material. Below the surface pavements, our explorations generally encountered a layer of medium stiff to stiff clayey silt to a depth of about 3½ to 4½ feet; the surficial silt is underlain by medium stiff to very stiff, moderately compressible clay to a depth of approximately 40 feet. Our borings and one of our CPTs encountered a layer of soft to medium

stiff silt about 1- to 3-feet thick at a depth of approximately 19 feet. Below a depth of 40 feet, our CPTs encountered interbedded layers of silts and clays to the termination depth of 50 feet.

3.2.1 Plasticity/Expansion Potential

We performed a Plasticity Index (PI) test on a representative sample from Boring EB-1 at a depth of 14 feet. Test results were used to evaluate expansion potential of soil below the proposed partially depressed parking level. Laboratory testing resulted in a PI of 24, indicating moderate expansion potential to wetting and drying cycles. As discussed above, our explorations encountered a surficial layer of clayey silt, which likely has a low expansion potential. PI tests performed for the investigation at the adjacent site at depths ranging from 2 to 4 feet resulted in PI's of 4, 8 and 17, indicating relatively low to moderate plasticity and expansion potential.

3.2.2 In-Situ Moisture Contents

Laboratory testing indicated that the in-situ moisture contents within the upper 15 feet range from approximately 1 to 15 percent over the estimated laboratory optimum moisture.

3.3 GROUND WATER

Ground water was encountered in our borings at a depth of approximately 13½ feet below current grades. All measurements were taken at the time of drilling and may not represent the stabilized levels that can be higher than the initial levels encountered. Ground water was encountered at a depth of approximately 10 feet at the adjacent site to the north (TRC Lowney 2006). Based on available published data (CGS, San Jose West Quadrangle, 2002), the historical high ground water depth is less than 10 feet for the site area. We judged a design ground water depth of 7 feet to be appropriate for our preliminary evaluation.

Fluctuations in ground water levels occur due to many factors including the following: seasonally water levels can generally fluctuate 2 to 5 feet, underground drainage patterns can cause perched water conditions above steady ground water levels, regionally the average ground water level can fluctuate over long time periods (the Silicon Valley Area is currently in a time period where regional ground water levels are rising), and other factors.

SECTION 4: GEOLOGIC HAZARDS

4.1 FAULT RUPTURE

As discussed above several significant faults are located within 25 kilometers of the site. The site is not located within a State-designated Alquist-Priolo Earthquake Fault Zone, a Santa Clara County Fault Hazard Zone, or a City of San Jose Potential Hazard Zone. As shown in Figure 3, no known surface expression of fault traces is thought to cross the site; therefore, fault rupture hazard is not a significant geologic hazard at the site.

4.2 ESTIMATED GROUND SHAKING

Moderate to severe (design-level) earthquakes can cause strong ground shaking, which is the case for most sites within the Bay Area. The magnitude-weighted pseudo-peak acceleration for the site with a 10 percent chance of exceedance in 50 years is approximately 0.50g (CGS, San Jose West Quadrangle, 2003). Pseudo-peak ground accelerations have been normalized to a 7.5Mw seismic event, including weighting to account for regional seismic activity and fault distances.

4.3 LIQUEFACTION POTENTIAL

The site is currently located within a State-designated Liquefaction Hazard Zone (CGS, San Jose West Quadrangle, 2003) as well as a Santa Clara County Liquefaction Hazard Zone (Santa Clara County, 2003). Our field and laboratory programs addressed this issue by collecting subsurface data for potentially liquefiable layers to depths of at least 50 feet, performing visual classification on sampled materials, evaluating CPT correlations, and performing various tests to further classify the soil properties.

4.3.1 Background

During strong seismic shaking, cyclically induced stresses can cause increased pore pressures within the soil matrix that can result in liquefaction triggering, soil softening due to shear stress loss, potentially significant ground deformation due to settlement within sandy liquefiable layers as pore pressures dissipate, and/or flow failures in sloping ground or where open faces are present (lateral spreading) (NCEER 1998). Limited field and laboratory data is available regarding ground deformation due to settlement; however, in clean sand layers settlement on the order of 2 to 3 percent of the liquefied layer thickness can occur. Soils most susceptible to liquefaction are loose, non-cohesive soils that are saturated and are bedded with poor drainage, such as sand and silt layers bedded with a cohesive cap.

4.3.2 Analysis

As discussed in the “Subsurface” section above, several thin sand and silt layers were encountered below the design ground water depth of 7 feet. Following the procedures in the 1998 NCEER Workshop Proceedings (Youd et. al., 2001) and in accordance with CDMG Special Publication 117 guidelines (CDMG, 1997), these layers were analyzed for liquefaction triggering and potential post-liquefaction settlement. These methods compare ratio of the estimated cyclic shaking (Cyclic Stress Ratio - CSR) to the soil’s estimated resistance to cyclic shaking (Cyclic Resistance Ratio - CRR), providing a factor of safety against liquefaction triggering. Factors of safety less than or equal to 1.0 are considered to be potentially liquefiable.

The CSR for each layer quantifies the stresses anticipated to be generated due to a design-level seismic event, is based on the peak horizontal acceleration generated at the ground surface discussed in the “Estimated Ground Shaking” section above, and is corrected for

overburden and stress reduction factors as discussed in the procedure developed by Seed and Idriss (1971).

The soil's CRR is estimated from the in-situ density and strength obtained from field SPT blowcounts ("N" value) from rotary-wash borings and from CPT field tip pressures. SPT "N" values obtained from hollow-stem auger borings were not used in our analyses, as the "N" values obtained are unreliable in sands below ground water. The "N" values and tip pressures are both corrected for effective overburden stresses, taking into consideration both the ground water level at the time of exploration and the design ground water level, and stress reduction versus depth factors. The "N" values are also corrected for fines content, hammer efficiency, boring diameter, rod length, and sampler type (with or without liners). The CPT method utilizes the soil behavior type index (I_C) to estimate the plasticity of the layers. Selected soil samples collected from the correlation boring (performed adjacent to one of the CPTs) were tested to evaluate the plasticity index and in-situ moisture content, as well as visual observed for confirmation of CPT soil behavior types.

Soils with significant quantities of plastic fines (PI greater than 12) generally correlate with I_C values greater than 2.6; these soils and soils with "N" values of 30 or CPT tip pressures greater than 160 tsf are typically considered too plastic or too dense/stiff to liquefy. These soil layers have been screened out during our analyses and are not presented below.

4.3.3 Results

Our analyses indicate that a few thin layers could potentially experience liquefaction triggering that could result in soil softening and post-liquefaction total settlement of less than ½-inch based on the Ishihara and Yoshimine (1990) method. As discussed in the SCEC report, differential movement for level ground sites over deep soil sites will be about half of the total settlement. As discussed in the 2006 TRC Lowney report, seismic differential settlement on the order of ½-inch between adjacent columns was predicted for the site to the north. In our opinion, differential settlements are anticipated to be less than ½-inch over a horizontal distance of 50 feet.

4.3.4 Ground Rupture Potential

The methods used to estimate liquefaction settlements assume that there is a sufficient cap of non-liquefiable material to prevent ground rupture or sand boils. For ground rupture to occur, the pore water pressure within the liquefiable soil layer will need to be great enough to break through the overlying non-liquefiable layer, which could cause significant ground deformation and settlement. The work of Youd and Garris (1995) indicates that the 10-foot-thick layer of non-liquefiable cap is sufficient to prevent ground rupture; therefore the above total settlement estimates are reasonable.

4.4 LATERAL SPREADING

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically lateral

spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. As failure tends to propagate as block failures, it is difficult to analyze and estimate where the first tension crack will form.

There are no open faces within 200 feet of the site where lateral spreading could occur; therefore, in our opinion, the potential for lateral spreading to affect the site is low.

4.5 SEISMIC SETTLEMENT/UNSATURATED SAND SHAKING

Loose unsaturated sandy soils can settle during strong seismic shaking. As the soils encountered at the site were predominantly medium stiff to stiff clays and some soft to stiff silts, in our opinion, the potential for significant differential seismic settlement affecting the proposed improvements is low.

4.6 FLOODING

Based on our internet search of the Federal Emergency Management Agency (FEMA) flood map public database, the site is located in Zone D, described as an area of undetermined, but possible, flood hazards.

Based on maps prepared by the Association of Bay Area Governments (ABAG, 1995), the site is located in a Dam Failure Inundation area associated with Anderson Dam.

We recommend the project civil engineer be retained to confirm this information and verify the base flood elevation, if appropriate.

SECTION 5: CONCLUSIONS

From a geotechnical viewpoint, the project is feasible provided the geotechnical concerns listed below are addressed in the project design. The preliminary recommendations that follow are intended for conceptual planning and preliminary design. A design-level geotechnical investigation should be performed once site development plans are finalized and foundation loads are known. The design-level investigation findings will be used to confirm the preliminary recommendations and develop detailed recommendations for design and construction. Descriptions of each geotechnical concern with brief outlines of our preliminary recommendations follow the listed concerns.

- Potential for significant static settlements due to compressible soils
- Shallow ground water
- Presence of moderately expansive soils

5.1 POTENTIAL FOR SIGNIFICANT STATIC SETTLEMENTS

As discussed in the “Subsurface” section, the site is underlain by moderately compressible clayey soils. Because the planned structures will be partially below-grade, the new foundations will be located near or below the ground water level, resulting in relatively large static

settlements. To reduce the potential static settlements, we recommend using a lower allowable bearing pressure to design the new foundations. Recommendations for preliminary foundation design are presented in the "Foundations" section that follows. If higher allowable bearing pressures are needed to satisfy anticipated loading conditions, ground improvement would be required to improve the characteristics of the soil to a depth of approximately 10 to 15 feet below the bottom of the foundation. Soil improvement methods, such as rammed aggregate piers, could likely be used to increase allowable bearing pressures for shallow footing design.

5.2 SHALLOW GROUND WATER

As discussed in Section 3.3, our explorations encountered ground water at a depth of approximately 13½ feet below existing site grades at the time of drilling. Because of published historical high ground water data, we recommend a ground water depth of 7 feet below grade be used for design. The planned excavations for the below-grade garage will likely extend near or below the historical high ground water level.

Our experience with similar sites in the vicinity indicates that shallow ground water could significantly impact grading and underground construction. These impacts typically consist of potentially wet and unstable subgrade soils, difficulty achieving compaction, and difficult underground utility installation. Dewatering of deep utility trenches and/or basement excavations extending below a depth of 7 feet may be required, depending on the time of year that construction begins. Subgrade stabilization may be required for the below-grade garage subgrade soils due to very moist to wet conditions, depending on the final design elevation of the basement level. In addition, water-proofing beneath garage slabs and walls that extend below the design ground water level should be considered.

5.3 PRESENCE OF MODERATELY EXPANSIVE SOILS

Moderately expansive surficial soils blanket portions of the site. Expansive soils can undergo significant volume change with changes in moisture content. They shrink and harden when dried and expand and soften when wetted. To reduce the potential for damage to the planned structures, at-grade slabs-on-grade should have sufficient reinforcement and be supported on a layer of non-expansive fill; at-grade footings should extend below the zone of seasonal moisture fluctuation. In addition, it is important to limit moisture changes in the surficial soils by using positive drainage away from buildings as well as limiting landscaping watering. Preliminary grading and foundation recommendations addressing this concern are presented in the following sections.

5.4 DESIGN-LEVEL GEOTECHNICAL INVESTIGATION

The preliminary recommendations contained in this feasibility study were based on limited site development information, limited exploration, and review of available subsurface information and our experience in the area with similar projects. As site conditions may vary significantly between the small-diameter borings performed during this and the previous investigations, we also recommend that we be retained to 1) perform a design-level geotechnical investigation, once detailed site development plans are available; 2) review the geotechnical aspects of the

project structural, civil, and landscape plans and specifications, allowing sufficient time to provide the design team with any comments prior to issuing the plans for construction; and 3) provide geotechnical observation and testing during earthwork and foundation construction.

SECTION 6: EARTHWORK

6.1 PRELIMINARY EARTHWORK GUIDELINES

No unusual problems are anticipated during the general site preparation and earthwork operations within the site. The site can likely be excavated with conventional earth moving equipment.

All on-site soils below the stripped layer are suitable for use as fill at the site. Imported fill material should be predominantly granular with a Plasticity Index of 15 or less. All fill as well as scarified surface soils in those areas to receive fill or slabs-on-grade should be compacted to at least 90 percent relative compaction as determined by ASTM Test Designation D-1557, latest edition. The upper 6 inches of subgrade in pavement areas and all aggregate base materials should be compacted to at least 95 percent relative compaction (ASTM D-1557, latest edition). All utility trenches should be compacted to at least 90 percent relative compaction (ASTM D-1557, latest edition) by mechanical means only. Permanent cut and fill slopes should have a maximum inclination of 2:1 (horizontal:vertical) for slopes up to 10 feet high, and 3:1 for slopes greater than 10 feet high.

Below, we have provided a brief discussion of considerations for below-grade construction.

6.2 BELOW-GRADE EXCAVATIONS

Below-grade excavations may be constructed with temporary slopes, if space allows, or temporary shoring. If shoring is necessary, the choice of shoring method should be left to the contractor's judgment based on experience, economic considerations and adjacent improvements such as utilities, pavements, and foundation loads. Temporary shoring should support adjacent improvements without distress and should be the contractor's responsibility. A pre-condition survey including photographs and installation of monitoring points for existing site improvements should be included in the contractor's scope. We should be provided the opportunity to review the geotechnical parameters of the shoring design prior to implementation; the project structural engineer should be consulted regarding support of adjacent structures.

6.3 GROUND WATER CONSIDERATIONS

As discussed in Section 3.3, we encountered ground water in our borings at a depth of 13½ feet below existing site grades. Historical high ground water may be as shallow as 7 feet. Excavations extending near or below a depth of 7 feet may be impacted by ground water, depending upon how long they are left open. We anticipate that the mass excavations for the below-grade structures will extend approximately 4 to 6 feet below grade. Deeper excavations will be required for footing excavations. The contractor should anticipate that localized dewatering will be required for excavations extending below a depth of 7 feet. If the proposed

structures will extend below a depth of 7 feet, a more comprehensive dewatering program may be required. It may be beneficial to determine the actual ground water depth when construction begins to further evaluate the need for dewatering.

6.4 SUBGRADE STABILIZATION

Soil subgrade and fill materials, especially soils with high fines contents such as clays and silty soils, can become unstable due to high moisture content, whether from high in-situ moisture contents or from winter rains. As the moisture content of silty and clayey soil increases over the laboratory optimum, the more likely the materials will be subject to softening and yielding (pumping) from construction loading or become unworkable during placement and compaction.

As discussed in the "Subsurface" section of this report, the subsurface soils had in-situ moisture contents of up to about 15 percent over the estimated laboratory optimum. As a result, there may be localized or more widespread areas of instability in the bottom of excavations for the proposed structures or deeper utility trenches.

There are several methods to address potential unstable soil conditions and facilitate fill placement and trench backfill. These methods include scarification and drying, removal and replacement, and chemical treatment. Implementation of the appropriate stabilization measures should be evaluated on a case-by-case basis according to the project construction goals and the particular site conditions.

SECTION 7: FOUNDATIONS

7.1 SUMMARY OF RECOMMENDATIONS

In our opinion, the proposed structures may be supported on shallow foundations provided they are designed in accordance with the preliminary recommendations in the "Earthwork" section and the following sections. The feasibility of shallow foundations should be evaluated further during the design-level investigation.

7.2 SEISMIC DESIGN CRITERIA

The project structural design will likely be based on the 2007 California Building Code (CBC), which provides criteria for the seismic design of buildings in Chapter 16. The 2007 CBC is based on the 2006 International Building Code (IBC). The "Seismic Coefficients" used to design buildings are established based on a series of tables and figures addressing different site factors, including the soil profile in the upper 100 feet below grade and mapped spectral acceleration parameters based on distance to the controlling seismic source/fault system. Based on our borings and review of local geologic maps, the site is underlain by stiff alluvial soils to depths on the order of 100 feet with SPT "N" values between 15 and 50 blows per foot; therefore, we have classified the site as Soil Classification D. The mapped spectral acceleration parameters S_S and S_1 were calculated using the USGS computer program *Earthquake Ground Motion Parameters*, Version 5.0.8, revision date November 20, 2007, based on the site

coordinates presented below and the site classification. Table 2 lists the various factors used to determine the seismic coefficients.

Table 2: 2007 CBC Site Classification and Seismic Coefficients

Classification/Coefficient	Design Value
Soil Classification (Table 1613.5.2)	D
Site Latitude	37.353887
Site Longitude	-121.891274
Short Period Mapped Spectral Acceleration, S_S	1.50g
1-second Period Mapped Spectral Acceleration, S_1	0.60g
Seismic Coefficient F_a (Table 1613.5.3(1))	1.0
Seismic Coefficient F_v (Table 1613.5.3(2))	1.5

7.3 SHALLOW FOUNDATIONS

7.3.1 Spread Footings

On a preliminary basis, continuous or isolated spread footings should be at least 18 inches wide and extend at least 18 inches below the lowest adjacent grade. Footings are anticipated to be capable of supporting maximum allowable bearing pressures of 1,650 psf for dead loads, 2,500 psf for combined dead plus live loads, and 3,250 psf for all loads including wind and seismic. These pressures are based on minimum factors of safety of 3.0, 2.0, and 1.5 applied to the ultimate bearing pressure for dead, dead plus live, and all loads, respectively. As discussed previously, we are recommending these lower bearing pressures to reduce post-construction static settlement; therefore, the actual factors of safety are higher.

7.3.2 Footing Settlement

Structural loads were not available at this time. Based on our experience with similar projects, we estimated maximum column dead plus live loads on the order of 200 to 350 kips. As discussed previously, the clays underlying the site are moderately compressible.

Based on the above loading and the allowable bearing pressures presented above, we estimate that the total static footing settlement will be on the order of ¾-inch to 1¼ inches, with about ½-inch of post-construction differential settlement between adjacent foundation elements. In addition, we estimate that differential seismic movement will be on the order of ½-inch or less over a horizontal distance of 50 feet, resulting in a total estimated differential footing movement of ¾-inch between foundation elements, assumed to be on the order of 30 feet.

These estimated settlements are based on limited subsurface information and anticipated structural loading. A detailed settlement analysis should be performed during a design-level geotechnical investigation.

Most of the total settlement discussed above is due to primary consolidation of saturated clay layers. The time to the achieve about 90 to 95 percent of the primary consolidation is anticipated to take several months to a year after all the dead and live loads are in place based on the encountered alluvial conditions. The contractor should take this into consideration when scheduling the construction of sensitive exterior finishes.

7.3.3 Lateral Loading

Lateral loads may be resisted by friction between the bottom of footing and the supporting subgrade, and also by passive pressures generated against footing sidewalls. On a preliminary basis, an ultimate frictional resistance of 0.45 applied to the footing dead load, and an ultimate passive pressure based on an equivalent fluid pressure of 450 pcf may be used in design. The structural engineer should apply an appropriate factor of safety (such as 1.5) to the ultimate values above. Where footings are adjacent to landscape areas without hardscape, the upper 12 inches of soil should be neglected when determining passive pressure capacity.

SECTION 8: CONCRETE SLABS

8.1 INTERIOR SLABS-ON-GRADE

Garage slabs-on-grade should be at least 5 inches thick and if constructed with minimal reinforcement intended for shrinkage control only, should have a minimum compressive strength of 3,000 psi. If the slab will have heavier reinforcing because the slab will also serve as a structural diaphragm, the compressive strength may be reduced to 2,500 psi at the structural engineer's discretion. The garage slab should also be supported on at least 6 inches of either Class 2 aggregate base or ¾-inch clean, crushed rock placed and compacted in accordance with the "Compaction" section of this report. If there will be areas within the garage that are moisture sensitive, such as equipment and elevator rooms, the recommendations in the "Interior Slabs Moisture Protection Considerations" section below may be incorporated in the project design, if desired. Consideration should be given to limiting the control joint spacing to a maximum of about 2 feet in each direction for each inch of concrete thickness.

At-grade interior slabs-on-grade in habitable areas should be supported on at least 12 inches of non-expansive fill (NEF) to reduce the potential for slab damage due to soil heave. If moisture-sensitive floor coverings are planned, a slab moisture protection system consisting of a vapor retarded meeting at least ASTM E1745 Class C requirement underlain by 4 inches of clean, crushed rock may be used.

8.2 EXTERIOR FLATWORK

Exterior concrete flatwork subject should be at least 4 inches thick and supported on at least 4 inches of Class 2 aggregate base overlying a properly prepared subgrade.

SECTION 9: VEHICULAR PAVEMENTS

9.1 ASPHALT CONCRETE

The following asphalt concrete pavement recommendations tabulated below are based on the Procedure 608 of the Caltrans Highway Design Manual, estimated traffic indicies for various pavement-loading conditions, and on an assumed design R-value of 5. The design R-value was chosen based on our experience with similar soils and engineering judgment considering the variable surface conditions.

Table 3: Asphalt Concrete Pavement Recommendations, Design R-value = 5

Design Traffic Index (TI)	Asphalt Concrete (inches)	Class 2 Aggregate Base (inches)	Total Pavement Section Thickness (inches)
4.0	2.5	7.5	10.0
4.5	2.5	9.5	12.0
5.0	3.0	10.0	13.0
5.5	3.0	12.0	15.0
6.0	3.5	12.5	16.0
6.5	4.0	14.0	18.0

Frequently, the full asphalt concrete section is not constructed prior to construction traffic loading. This can result in significant loss of asphalt concrete layer life, rutting, or other pavement failures. To improve the pavement life and reduce the potential for pavement distress through construction, we recommend the full design asphalt concrete section be constructed prior to construction traffic loading. Alternatively, a higher traffic index may be chosen for the areas where construction traffic will be use the pavements.

SECTION 10: LIMITATIONS

This report, an instrument of professional service, has been prepared for the sole use of CP Associates, LLC specifically to support the design of the Cannery Park I & II Condominiums project in San Jose, California. The opinions, conclusions, and recommendations presented in this report have been formulated in accordance with accepted geotechnical engineering practices that exist in Northern California at the time this report was prepared. No warranty, expressed or implied, is made or should be inferred.

Recommendations in this report are based upon the soil and ground water conditions encountered during our subsurface exploration. If variations or unsuitable conditions are encountered during construction, Cornerstone must be contacted to provide supplemental recommendations, as needed.

CP Associates, LLC may have provided Cornerstone with plans, reports and other documents prepared by others. CP Associates, LLC understands that Cornerstone reviewed and relied on the information presented in these documents and cannot be responsible for their accuracy.

Cornerstone prepared this report with the understanding that it is the responsibility of the owner or his representatives to see that the recommendations contained in this report are presented to other members of the design team and incorporated into the project plans and specifications, and that appropriate actions are taken to implement the geotechnical recommendations during construction.

Conclusions and recommendations presented in this report are valid as of the present time for the development as currently planned. Changes in the condition of the property or adjacent properties may occur with the passage of time, whether by natural processes or the acts of other persons. In addition, changes in applicable or appropriate standards may occur through legislation or the broadening of knowledge. Therefore, the conclusions and recommendations presented in this report may be invalidated, wholly or in part, by changes beyond Cornerstone's control. This report should be reviewed by Cornerstone after a period of three (3) years has elapsed from the date of this report. In addition, if the current project design is changed, then Cornerstone must review the proposed changes and provide supplemental recommendations, as needed.

An electronic transmission of this report may also have been issued. While Cornerstone has taken precautions to produce a complete and secure electronic transmission, please check the electronic transmission against the hard copy version for conformity.

Recommendations provided in this report are based on the assumption that Cornerstone will be retained to provide observation and testing services during construction to confirm that conditions are similar to that assumed for design, and to form an opinion as to whether the work has been performed in accordance with the project plans and specifications. If we are not retained for these services, Cornerstone cannot assume any responsibility for any potential claims that may arise during or after construction as a result of misuse or misinterpretation of Cornerstone's report by others. Furthermore, Cornerstone will cease to be the Geotechnical-Engineer-of-Record if we are not retained for these services.

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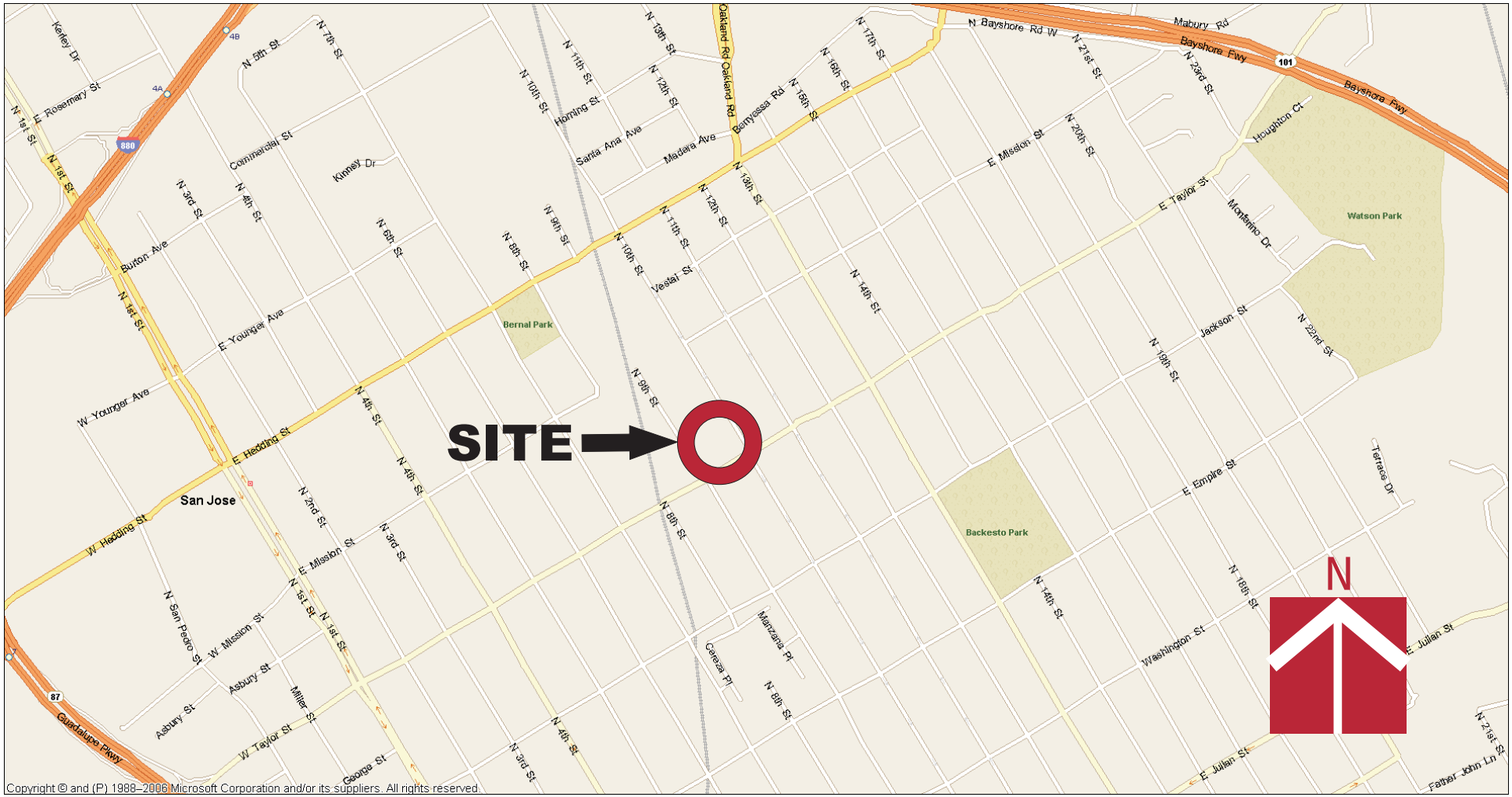


CORNERSTONE EARTH GROUP

Vicinity Map

Cannery Park I and II
San Jose, CA

Project Number	228-1-1
Figure Number	Figure 1
Date	April 2008
Drawn By	MGV

Approximate location of Cone Penetration Test (CPT) sounding for this investigation

Approximate location of exploratory boring for this investigation

Approximate location of exploratory boring or CPT by others (2006)

Approximate site boundary

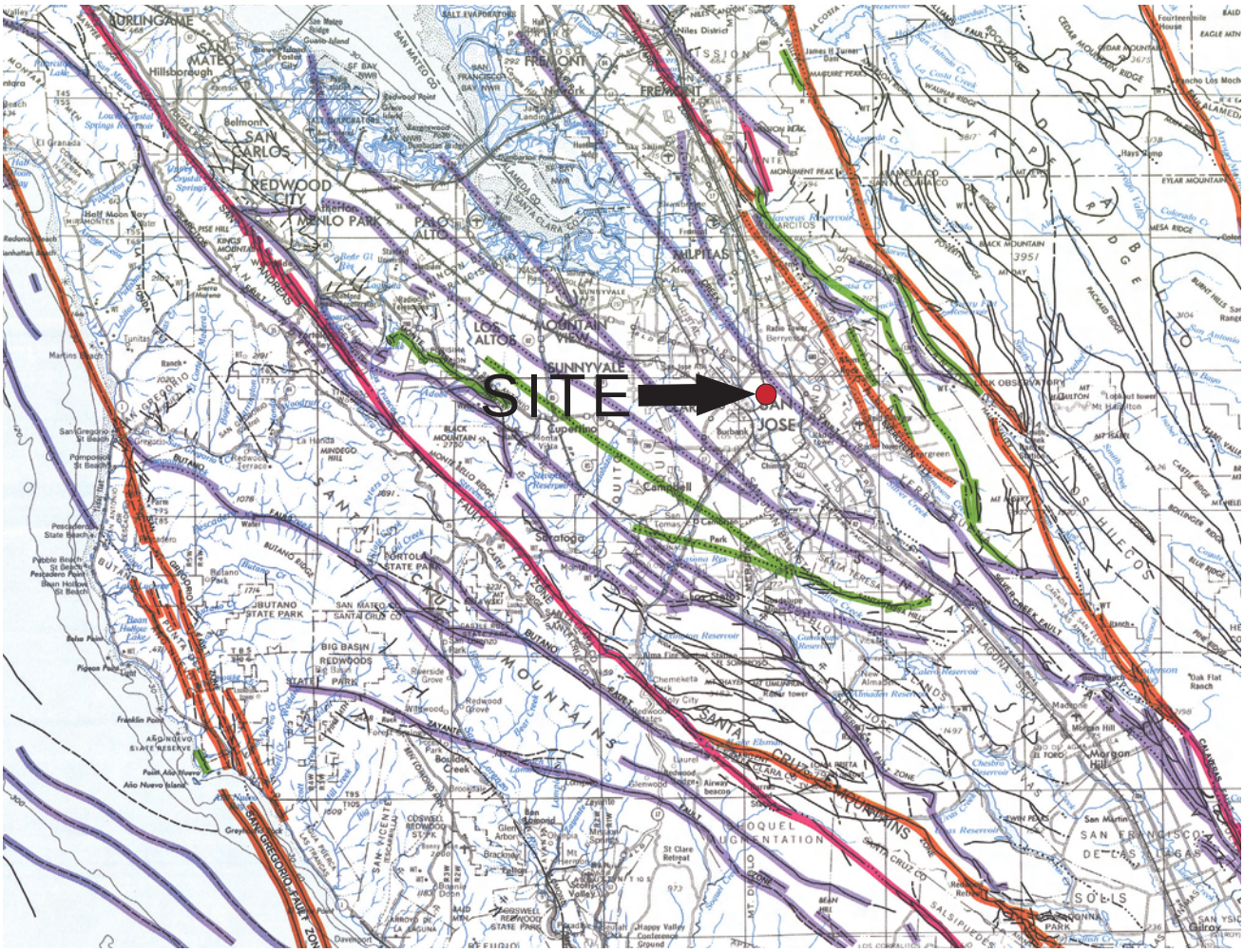
N

0 175 350

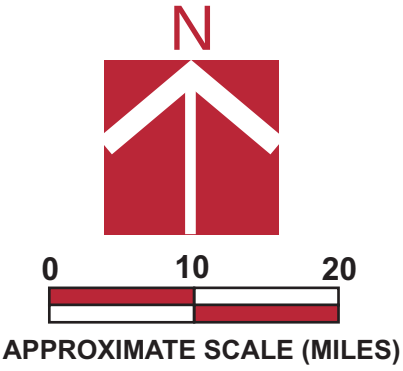
APPROXIMATE SCALE (FEET)

CORNERSTONE EARTH GROUP

Site Plan	Project Number 228-1-1
Cannery Park I and II San Jose, CA	Figure Number Figure 3
	Date April 2008 / Drawn By MGV



Geologic Time Scale			Years Before Present (Approx.)	Fault Symbol	Recency of Movement on Land Offshore[1]	DESCRIPTION
Quaternary	Late Quaternary	Historic				Displacement during historic time (e.g. San Andreas fault 1906). Includes areas of known fault creep.
			200			
		Holocene				Displacement during Holocene time.[2]
			10,000			
		Pleistocene				Faults showing evidence of displacement during late Quaternary time.[3,4]
			700,000			
	Early Quaternary					Quaternary (undifferentiated) faults — most faults in this category show evidence of displacement during the last 2,000,000 years; possible exceptions are faults which displace rocks of undifferentiated Plio-Pleistocene age.
			2,000,000			
Pre-Quaternary	Pliocene					
			5,000,000			Fault showing evidence of no displacement during Quaternary time or faults without recognized Quaternary displacement.
	Miocene					



Base Map: "Map showing recency of faulting, San Francisco - San Jose Quadrangle California," by Bortugno, et.al. (California Division of Mines and Geology) dated 1991.

CORNERSTONE EARTH GROUP

Regional Fault Map

Cannery Park I and II
San Jose, CA

Project Number: 228-1-1

Figure Number: Figure 3

Date: April 2008

Drawn By: MGV

APPENDIX A: FIELD INVESTIGATION

The field investigation consisted of a surface reconnaissance and a subsurface exploration program using truck-mounted, hollow-stem drilling equipment and Cone Penetration test (CPT) equipment. Two 8-inch-diameter exploratory borings were drilled on March 18, 2008, to a depth of 45 feet. Three CPT soundings were performed in accordance with ASTM D 5778-95 (revised, 2002) on March 14, 2008, each to a depth of approximately 50 feet. The approximate locations of exploratory borings and CPTs are shown on the Site Plan, Figure 2. The soils encountered were continuously logged in the field by our representative and described in accordance with the Unified Soil Classification System (ASTM D2488). Boring logs, as well as a key to the classification of the soil, are included as part of this appendix.

Boring and CPT locations were approximated using existing site boundaries and other site features as references. Boring and CPT elevations were not determined. The locations and elevations of the borings should be considered accurate only to the degree implied by the method used.

Representative soil samples were obtained from the borings at selected depths. All samples were returned to our laboratory for evaluation and appropriate testing. The standard penetration resistance blow counts were obtained by dropping a 140-pound hammer through a 30-inch free fall. The 2-inch O.D. split-spoon sampler was driven 18 inches and the number of blows was recorded for each 6 inches of penetration (ASTM D1586). 2.5-inch I.D. samples were obtained using a Modified California Sampler driven into the soil with the 140-pound hammer previously described. Unless otherwise indicated, the blows per foot recorded on the boring log represent the accumulated number of blows required to drive the last 12 inches. The various samplers are denoted at the appropriate depth on the boring logs.

The CPT involved advancing an instrumented cone-tipped probe into the ground while simultaneously recording the resistance at the cone tip (q_c) and along the friction sleeve (f_s) at approximately 5-centimeter intervals. Based on the tip resistance and tip to sleeve ratio (R_f), the CPT classified the soil behavior type and estimated engineering properties of the soil, such as equivalent Standard Penetration Test (SPT) blow count, internal friction angle within sand layers, and undrained shear strength in silts and clays. A pressure transducer behind the tip of the CPT cone measured pore water pressure (u_2). Graphical logs of the CPT data is included as part of this appendix.

Field tests included an evaluation of the unconfined compressive strength of the soil samples using a pocket penetrometer device. The results of these tests are presented on the individual boring logs at the appropriate sample depths.

Attached boring and CPT logs and related information depict subsurface conditions at the locations indicated and on the date designated on the logs. Subsurface conditions at other locations may differ from conditions occurring at these boring and CPT locations. The passage of time may result in altered subsurface conditions due to environmental changes. In addition, any stratification lines on the logs represent the approximate boundary between soil types and the transition may be gradual.

UNIFIED SOIL CLASSIFICATION (ASTM D-2487-98)

MATERIAL TYPES	CRITERIA FOR ASSIGNING SOIL GROUP NAMES			GROUP SYMBOL	SOIL GROUP NAMES & LEGEND
COARSE-GRAINED SOILS >50% RETAINED ON NO. 200 SIEVE	GRAVELS >50% OF COARSE FRACTION RETAINED ON NO 4. SIEVE	CLEAN GRAVELS <5% FINES	Cu>4 AND 1<Cc<3	GW	WELL-GRADED GRAVEL
			Cu>4 AND 1>Cc>3	GP	POORLY-GRADED GRAVEL
		GRAVELS WITH FINES >12% FINES	FINES CLASSIFY AS ML OR CL	GM	SILTY GRAVEL
			FINES CLASSIFY AS CL OR CH	GC	CLAYEY GRAVEL
	SANDS >50% OF COARSE FRACTION PASSES ON NO 4. SIEVE	CLEAN SANDS <5% FINES	Cu>6 AND 1<Cc<3	SW	WELL-GRADED SAND
			Cu>6 AND 1>Cc>3	SP	POORLY-GRADED SAND
		SANDS AND FINES >12% FINES	FINES CLASSIFY AS ML OR CL	SM	SILTY SAND
			FINES CLASSIFY AS CL OR CH	SC	CLAYEY SAND
FINE-GRAINED SOILS >50% PASSES NO. 200 SIEVE	SILTS AND CLAYS LIQUID LIMIT<50	INORGANIC	PI>7 AND PLOTS>"A" LINE	CL	LEAN CLAY
			PI>4 AND PLOTS<"A" LINE	ML	SILT
		ORGANIC	LL (oven dried)/LL (not dried)<0.75	OL	ORGANIC CLAY OR SILT
	SILTS AND CLAYS LIQUID LIMIT>50	INORGANIC	PI PLOTS >"A" LINE	CH	FAT CLAY
			PI PLOTS <"A" LINE	MH	ELASTIC SILT
		ORGANIC	LL (oven dried)/LL (not dried)<0.75	OH	ORGANIC CLAY OR SILT
HIGHLY ORGANIC SOILS		PRIMARILY ORGANIC MATTER, DARK IN COLOR, AND ORGANIC ODOR		PT	PEAT

OTHER MATERIAL SYMBOLS

- Poorly-Graded Sand with Clay
- Clayey Sand
- Sandy Silt
- Artificial/Undocumented Fill
- Poorly-Graded Gravelly Sand
- Topsoil
- Well-Graded Gravel with Clay
- Well-Graded Gravel with Silt
- Sand
- Silt
- Well Graded Gravelly Sand
- Gravelly Silt
- Asphalt
- Boulders and Cobble

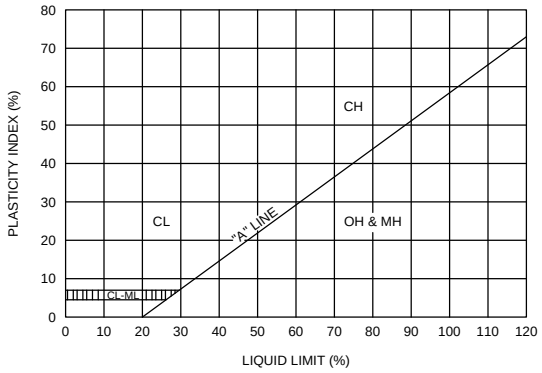
SAMPLER TYPES

- SPT
- Modified California (2.5" I.D.)
- Rock Core
- Shelby Tube
- No Recovery

ADDITIONAL TESTS

CA	-	CHEMICAL ANALYSIS (CORROSIVITY)	PI	-	PLASTICITY INDEX
CD	-	CONSOLIDATED DRAINED TRIAXIAL	SW		SWELL TEST
CN	-	CONSOLIDATION	TC	-	CYCLIC TRIAXIAL
CU	-	CONSOLIDATED UNDRAINED TRIAXIAL	TV	-	TORVANE SHEAR
DS	-	DIRECT SHEAR	UC	-	UNCONFINED COMPRESSION
PP	-	POCKET PENETROMETER (TSF)	(1.5)	-	(WITH SHEAR STRENGTH IN KSF)
(3.0)	-	(WITH SHEAR STRENGTH IN KSF)		-	
RV	-	R-VALUE	UU		UNCONSOLIDATED UNDRAINED TRIAXIAL
SA	-	SIEVE ANALYSIS: % PASSING #200 SIEVE		-	
	-	WATER LEVEL			

PLASTICITY CHART



PENETRATION RESISTANCE
(RECORDED AS BLOWS / FOOT)

SAND & GRAVEL		SILT & CLAY		
RELATIVE DENSITY	BLOWS/FOOT*	CONSISTENCY	BLOWS/FOOT*	STRENGTH** (KSF)
VERY LOOSE	0 - 4	VERY SOFT	0 - 2	0 - 0.5
LOOSE	4 - 10	SOFT	2 - 4	0.5 - 1.0
MEDIUM DENSE	10 - 30	MEDIUM STIFF	4 - 8	1.0 - 2.0
DENSE	30 - 50	STIFF	8 - 15	2.0 - 4.0
VERY DENSE	OVER 50	VERY STIFF	15 - 30	4.0 - 8.0
		HARD	OVER 30	OVER 8.0

* NUMBER OF BLOWS OF 140 LB HAMMER FALLING 30 INCHES TO DRIVE A 2 INCH O.D. (1-3/8 INCH I.D.) SPLIT-BARREL SAMPLER THE LAST 12 INCHES OF AN 18-INCH DRIVE (ASTM-1586 STANDARD PENETRATION TEST).

** UNDRAINED SHEAR STRENGTH IN KIPS/SQ. FT. AS DETERMINED BY LABORATORY TESTING OR APPROXIMATED BY THE STANDARD PENETRATION TEST, POCKET PENETROMETER, TORVANE, OR VISUAL OBSERVATION.

CORNERSTONE EARTH GROUP

LEGEND TO SOIL DESCRIPTIONS

Figure Number A-1

BORING NUMBER EB-1

CORNERSTONE EARTH GROUP

PROJECT NAME Cannery Park 1 and 2
PROJECT NUMBER 228-1-1
PROJECT LOCATION East Taylor and 10th Street

DATE STARTED 3/18/08 **DATE COMPLETED** 3/18/08
GROUND ELEVATION **BORING DEPTH** 45 ft.
DRILLING CONTRACTOR Exploration Geoservice Inc.
LATITUDE 37°12'40.32" **LONGITUDE** -121°31'58.9008"
DRILLING METHOD Mobile B-61 HSA
GROUND WATER LEVELS:
LOGGED BY AKT
AT TIME OF DRILLING 13.5 ft.
NOTES
AT END OF DRILLING 13.5 ft.

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	SAMPLES TYPE AND NUMBER	DRY UNIT WEIGHT PCF	NATURAL MOISTURE CONTENT, %	PLASTICITY INDEX, %	PERCENT PASSING NO. 200 SIEVE	UNDRAINED SHEAR STRENGTH, ksf (○ HAND PENETROMETER, △ TORVANE, ● UNCONFINED COMPRESSION, ▲ UNCONSOLIDATED-UNDRAINED TRIAXIAL; 1.0 2.0 3.0 4.0 5.0)
	0		7 inches AC over 5 inches granular base							
			Clayey Silt (ML) medium stiff, moist, light brown, low plasticity	15	MC-1B		22			
	4		**Lean Clay (CL)** stiff, moist, light brown, trace organics, low plasticity	16	MC-2B	133	17			
	5		grades similar with slight gray mottles, increase in plasticity	11	MC-3B	106	18			
	10		grades light brown with yellowish orange mottles, moderate plasticity	12	MC-4B	107	28			
	15		grades wet, medium stiff	9	MC-5A	98	29	24	93	
	19		**Sandy Silt (ML)** soft, wet, yellowish orange, fine to medium grained sand, occasional silty sand stringers, low plasticity	11	MC-6A	100	25		70	
	20		**Lean Clay (CL)** stiff, moist, greenish gray/ blue with slight yellowish orange mottles, low to moderate plasticity	16	MC-7B					
	25			15	MC-8B	86	36			
	30			17	MC-9B	80	43			
	35									

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CORNERSTONE EARTH GROUP - CORNERSTONE.GDT - 4/4/08 08:53 - P:\DRAFTING\GINT FILES\228-1-1 CANNARY PARK 1 & 2.GPJ

BORING NUMBER EB-1

CORNERSTONE EARTH GROUP

PROJECT NAME Cannery Park 1 and 2

PROJECT NUMBER 228-1-1

PROJECT LOCATION East Taylor and 10th Street

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	SAMPLES TYPE AND NUMBER	DRY UNIT WEIGHT PCF	NATURAL MOISTURE CONTENT, %	PLASTICITY INDEX, %	PERCENT PASSING NO. 200 SIEVE	UNDRAINED SHEAR STRENGTH, ksf (○ HAND PENETROMETER, △ TORVANE, ● UNCONFINED COMPRESSION, ▲ UNCONSOLIDATED-UNDRAINED TRIAXIAL) 1.0 2.0 3.0 4.0 5.0
	35		**Lean Clay (CL)** stiff, moist, greenish gray/ blue with slight yellowish orange mottles, low to moderate plasticity	13	MC-10B	100	25			○ △
	40									
			Lean Clay (CL) stiff, moist, light brown with greenish gray mottles, moderate plasticity		MC-11A					○
	45		Bottom of Boring at 45.0 feet.							
	50									
	55									
	60									
	65									
	70									
	75									

BORING NUMBER EB-2

CORNERSTONE EARTH GROUP

PROJECT NAME Cannery Park 1 and 2
PROJECT NUMBER 228-1-1
PROJECT LOCATION East Taylor and 10th Street

DATE STARTED 3/18/08 **DATE COMPLETED** 3/18/08
GROUND ELEVATION **BORING DEPTH** 45 ft.
DRILLING CONTRACTOR Exploration Geoservice Inc.
LATITUDE 37°12'41.598" **LONGITUDE** -121°31'59.1456"
DRILLING METHOD Mobile B-61 HSA
GROUND WATER LEVELS:
LOGGED BY AKT
AT TIME OF DRILLING Not Encountered
NOTES
AT END OF DRILLING 13.42 ft.

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	SAMPLES TYPE AND NUMBER	DRY UNIT WEIGHT PCF	NATURAL MOISTURE CONTENT, %	PLASTICITY INDEX, %	PERCENT PASSING NO. 200 SIEVE
	0		7 inches AC						
			Clayey Silt (ML) stiff, moist, olive gray mottles, low plasticity	18	MC-1B		25		
			Silty Clay (CL) soft to medium stiff, very moist, yellowish brown, moderate plasticity	4	MC-2B		30		
	5		**Silty Lean Clay (CL)** medium stiff, moist, olive gray, low plasticity	11	MC-3B	103	24		
	10		grades yellowish orange at 9 feet, increase in plasticity	12	MC-4B	97	27		
	15			14	MC-5B	114	13		
			some fine to medium sand, becomes wet						
	20		**Clayey Silt (ML)** medium stiff, wet, yellowish orange, trace fine sand, trace fine gravel, occasional silty sand stringers % silt = 79, % clay =14	6	MC-6B MC-6C	97	27		62 93
	25		**Lean Clay (CL)** stiff, moist, olive dark gray, trace fine sand, low plasticity	18	MC-7B	102	17		
	30		grades greenish gray/ olive, moderate plasticity	13	MC-8A				
	35			15	MC-9B	79	44		

UNDRAINED SHEAR STRENGTH, ksf
○ HAND PENETROMETER
△ TORVANE
● UNCONFINED COMPRESSION
▲ UNCONSOLIDATED-UNDRAINED TRIAXIAL
1.0 2.0 3.0 4.0 5.0

Continued Next Page

BORING NUMBER EB-2

CORNERSTONE EARTH GROUP

PROJECT NAME Cannery Park 1 and 2

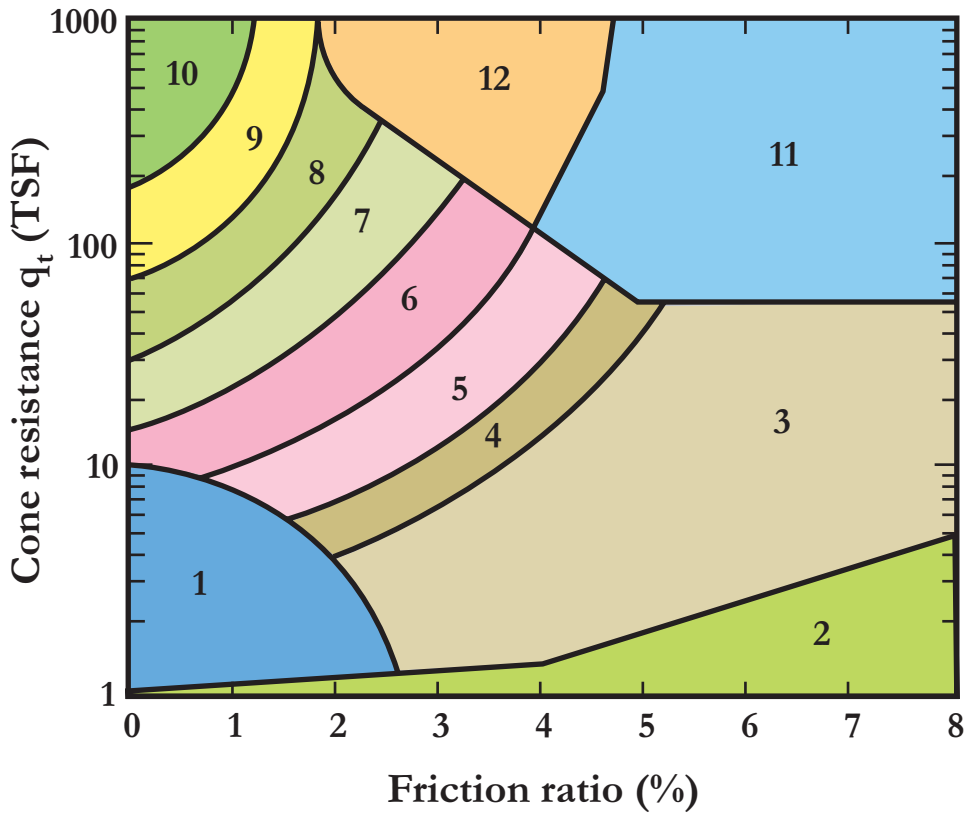
PROJECT NUMBER 228-1-1

PROJECT LOCATION East Taylor and 10th Street

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	SAMPLES TYPE AND NUMBER	DRY UNIT WEIGHT PCF	NATURAL MOISTURE CONTENT, %	PLASTICITY INDEX, %	PERCENT PASSING NO. 200 SIEVE	UNDRAINED SHEAR STRENGTH, ksf (○ HAND PENETROMETER, △ TORVANE, ● UNCONFINED COMPRESSION, ▲ UNCONSOLIDATED-UNDRAINED TRIAXIAL; 1.0 2.0 3.0 4.0 5.0)
	35		**Lean Clay (CL)** stiff, moist, olive dark gray, trace fine sand, low plasticity							
				14	MC-10B	100	18			
	40									
			increase fine sand	21	MC-11A					
	45		**Lean Clay with Sand (CL)** stiff, moist to wet, yellowish orange with greenish gray mottles, fine to medium grained sand, low plasticity							
			Bottom of Boring at 45.0 feet.							
	50									
	55									
	60									
	65									
	70									
	75									

CORNERSTONE EARTH GROUP - CORNERSTONE.GDT - 4/4/08 08:53 - P:\DRAFTING\GINT FILES\228-1-1 CANNARY PARK 1 & 2.GPJ

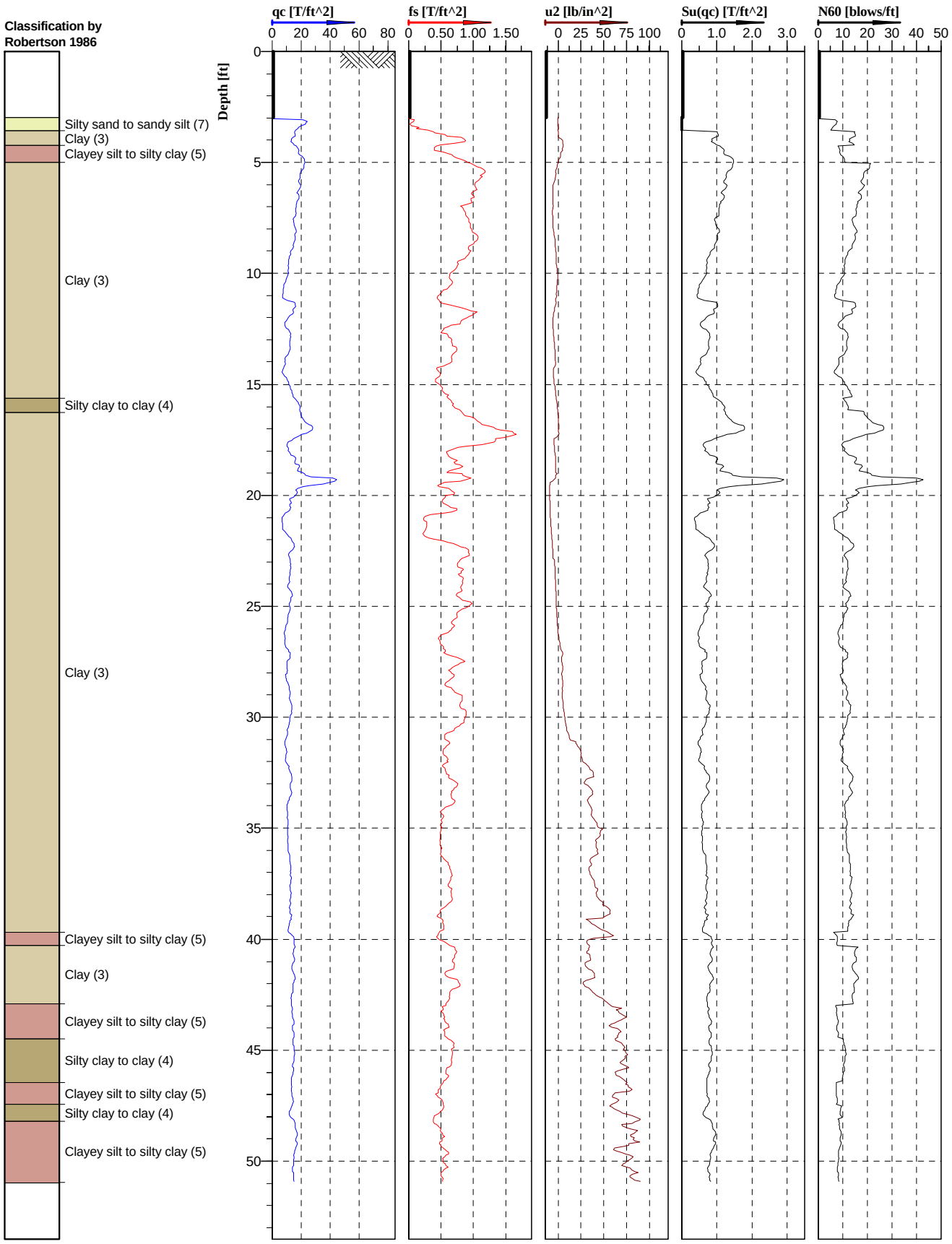


Zone	Soil Behavior Type
1	sensitive fine grained
2	organic material
3	clay
4	silty clay to clay
5	clayey silt to silty clay
6	sandy silt to clayey silt
7	silty sand to sandy silt
8	sand to silty sand
9	sand
10	gravelly sand to sand
11	very stiff fine grained (overconsolidated or cemented)
12	sand to clayey sand (overconsolidated or cemented)

Source: Robertson, P.K., Campanella, R.G., Gillespie, D., and Greig, J., 1986, Use of Piezometer Cone Data. Proceedings of the ASCE Specialty Conference In Situ 86: Use of In Situ Tests in Geotechnical Engineering.

CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

Soil Behavior Type (SBT) Model

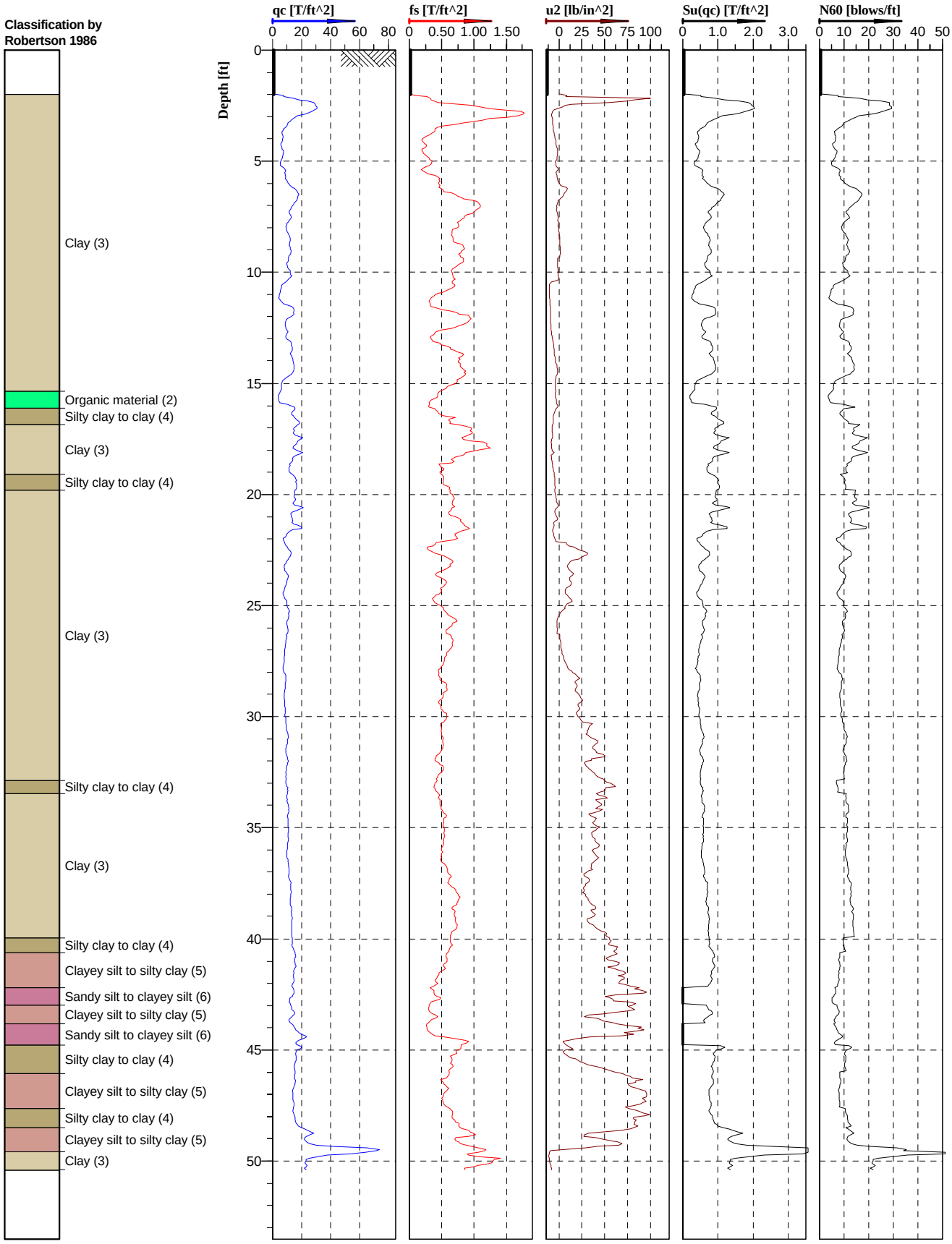


CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

U2

Cone No: 3794
Tip area [cm2]: 10
Sleeve area [cm2]: 150

Location: San Jose, California	Position:	Ground level:	Test no: CPT-1
Project ID:	Client: Cornerstone Earth Group	Date: 3/14/2008	Scale: 1 : 75
Project: Cannery Park		Page: 1/1	Fig:
		File: CPT-1.cpd	

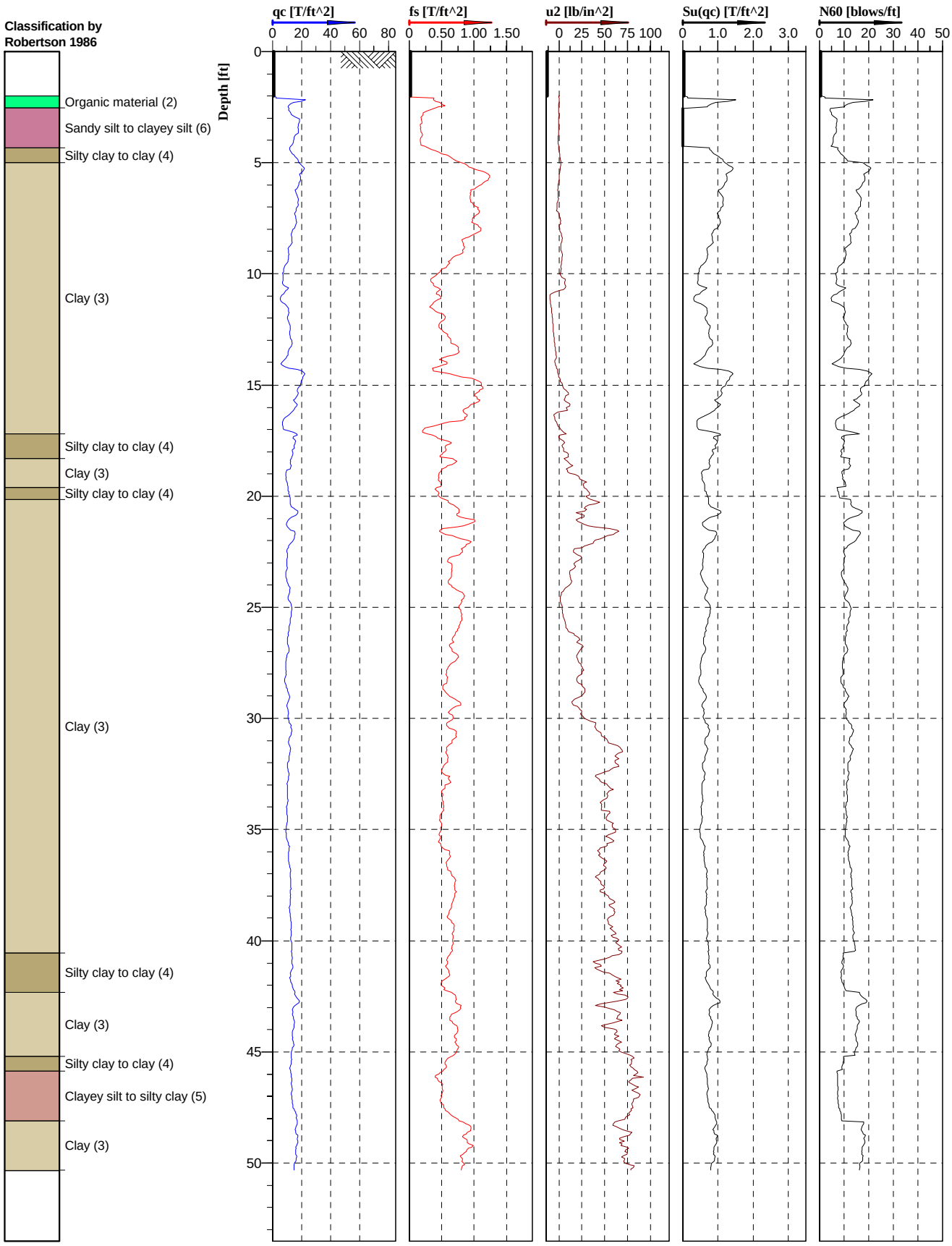


CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

U2

Cone No: 3794
Tip area [cm2]: 10
Sleeve area [cm2]: 150

Location: San Jose, California	Position:	Ground level:	Test no: CPT-2
Project ID:	Client: Cornerstone Earth Group	Date: 3/14/2008	Scale: 1 : 75
Project: Cannery Park		Page: 1/1	Fig:
		File: CPT-2.cpd	



CALIFORNIA PUSH TECHNOLOGIES INCORPORATED

U2

Cone No: 3794
Tip area [cm2]: 10
Sleeve area [cm2]: 150

Location: San Jose, California	Position:	Ground level:	Test no: CPT-3
Project ID:	Client: Cornerstone Earth Group	Date: 3/14/2008	Scale: 1 : 75
Project: Cannery Park		Page: 1/1	Fig:
		File: CPT-3.cpd	

APPENDIX B: LABORATORY TEST PROGRAM

The laboratory testing program was performed to evaluate the physical and mechanical properties of the soils retrieved from the site to aid in verifying soil classification.

Moisture Content
The natural water content was determined (ASTM D2216) on 20 samples of the materials recovered from the borings. These water contents are recorded on the boring logs at the appropriate sample depths.

Dry Densities
In place dry density determinations (ASTM D2937) were performed on 15 samples to measure the unit weight of the subsurface soils. Results of these tests are shown on the boring logs at the appropriate sample depths.

Washed Sieve Analyses
The percent soil fraction passing the No. 200 sieve (ASTM D1140) was determined on four samples of the subsurface soils to aid in the classification of these soils. Results of these tests are shown on the boring logs at the appropriate sample depths.

Plasticity Index: One Plasticity Index determination (ASTM D4318) was performed on sample of the subsurface soils to measure the range of water contents over which this material exhibits plasticity. The Plasticity Index was used to classify the soil in accordance with the Unified Soil Classification System and to evaluate the soil expansion potential. Results of these tests indicate that the tested soil has moderate plasticity. Results of these tests are shown on the boring logs at the appropriate sample depths.

APPENDIX C: PREVIOUS FIELD AND LABORATORY DATA

TRC LOWNEY, 2006

EXPLORATORY BORING: EB-2

DRILL RIG: MOBILE B-40
BORING TYPE: 8 INCH HOLLOW-STEM AUGER
LOGGED BY: JH
START DATE: 11-3-05 FINISH DATE: 11-3-05

PROJECT NO: 263-22
PROJECT: NORTH 9TH AND TAYLOR
LOCATION: San Jose, California
COMPLETION DEPTH: 23.5 FT.

This log is a part of a report by Lowney Associates, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

SURFACE ELEVATION:

ELEVATION (FT)	DEPTH (FT)	MATERIAL DESCRIPTION AND REMARKS	SOIL TYPE	PENETRATION RESISTANCE (BLOWS/FT.)	SAMPLER	MOISTURE CONTENT (%)	DRY DENSITY (PCF)	PERCENT PASSING NO. 200 SIEVE
	0	1½ inches asphalt concrete over 3 inches aggregate base						
		LEAN CLAY (CL) very stiff, moist, dark brown, trace fine sand, moderate plasticity Plasticity Index = 17, Liquid Limit = 38	CL	22		15	112	
				23		22	101	
	5			25		21	105	
		LEAN CLAY (CL) stiff, moist, brown, some fine sand, low to moderate plasticity	CL	19		25	99	
	10							
	15			16		22		
		SILT (ML) stiff, moist, brown, some fine sand	ML	13		32		
	20							
		FAT CLAY (CH) stiff, moist, gray with brown mottles, moderate to high plasticity	CH	18		39		
	25							
	30			14				
		Bottom of Boring at 30 feet						

Undrained Shear Strength (ksf)
○ Pocket Penetrometer
△ Torvane
● Unconfined Compression
▲ U-U Triaxial Compression
1.0 2.0 3.0 4.0

GROUND WATER OBSERVATIONS:
▽: FREE GROUND WATER MEASURED DURING DRILLING AT 14.0 FEET

LA CORP.GDT 7/19/05 MV• FLL

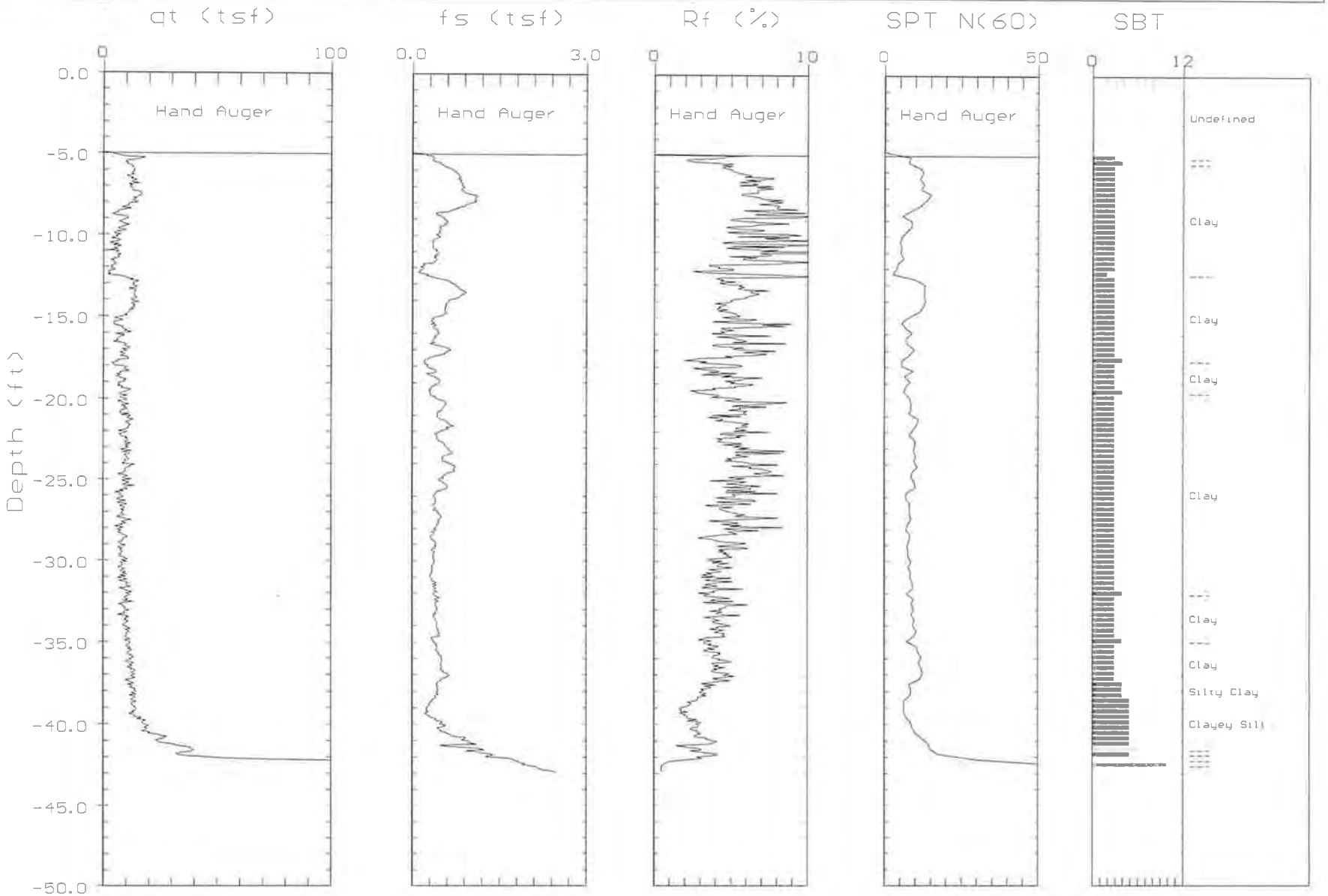
TRC Lowney

GREGG

LOWNEY

Site: P15197
Location: CPT-02

Engineer: J.HUTCHINS
Date: 11:01:05 09:43



Max. Depth: 42.91 (ft)
Depth Inc.: 0.066 (ft)

SBT: Soil Behavior Type (Robertson 1990)

APPENDIX E
PHASE I/II ASSESSMENT

Project No. E8301-06-01
November 8, 2005

Mr. Peter Solar
Tramell Crow Residential
2682 Bishop Drive, Suite 101
San Ramon, California 94583

Subject: CANNERY PARK II
SAN JOSE, CALIFORNIA
PHASE I ENVIRONMENTAL SITE ASSESSMENT

Dear Mr. Solar:

In accordance with your request, Geocon Consultants, Inc. has performed a Phase I Environmental Site Assessment (ESA) of the Cannery Park II property located at 385, 395, and 401 East Taylor Street and 725 and 775 North 10th Street in San Jose, California (the Site). Proposed future development at the Site includes construction of a park and multi-family residential dwellings with a sub-grade parking structure. It is understood that you requested the performance of an ESA to provide information regarding the potential for existing hazardous material/waste impacts to the Site.

The accompanying report presents the details of the Phase I ESA. The report summarizes the findings relative to the potential for the existing presence, as of the date of the site visit (October 14, 2005), of hazardous materials/wastes at the Site at levels likely to warrant mitigation action pursuant to current regulatory guidelines.

If there are any questions concerning the contents of this Report, or if Geocon may be of further service, please contact the undersigned at your convenience.

Sincerely,

GEOCON CONSULTANTS, INC.

Matthew W. Hanko, REA
Senior Project Scientist

Rebecca L. Silva, REA
Senior Geologist

MWH:RLS:rjk

(3) Addressee

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PHASE I ENVIRONMENTAL SITE ASSESSMENT

1.0 INTRODUCTION

This report presents the results of a Phase I Environmental Site Assessment (ESA) for the Cannery Park II property located at 385, 395, and 401 East Taylor Street and 725 and 775 North 10th Street in San Jose, California (the Site) (see Vicinity Map, Figure 1). It is understood that the Client, Trammell Crow Residential, requested the performance of a Phase I ESA to provide information regarding the potential for existing hazardous material/waste impacts to the Site prior to development of a park and multi-family residential dwellings with a sub-grade parking structure at the Site.

1.1 Purpose

The purpose of the ESA was to identify potential "recognized environmental conditions" as defined by the American Society for Testing and Materials (ASTM) Designation E 1527-00 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* Section 1.1.1 of the ASTM Standard E 1527-00 defines the term "recognized environmental conditions" as *"the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property."* The term as further defined by ASTM *"is not intended to include de minimis conditions that generally do not present a material risk of harm to public health or the environment."* "Historical recognized environmental conditions" are defined as an *"environmental condition which in the past would have been considered a recognized environmental condition, but which may or may not be considered a recognized environmental condition currently."*

The main components of this report, as specified by the ASTM Standards, include the following:

- **Physical Setting:** Physical setting references were reviewed to obtain information concerning the topographic, geologic, and hydrogeologic characteristics of the Site and vicinity. Such information may be indicative of the direction and/or extent that a contaminant could migrate in the event of a spill or release.
- **Records Review:** The purpose of the records review is to obtain and review records that will help identify recognized environmental conditions at or potentially affecting the Site. Geocon reviewed publicly available federal, state, and local regulatory agency records for the Site.
- **Site History:** The purpose of consulting historical references is to develop a history of the previous uses of the Site and surrounding area in order to help identify the likelihood of past uses having led to recognized environmental conditions in connection with the Site. Historical sources reviewed included aerial photographs, Sanborn Maps, city directories and topographic maps. In addition, Geocon conducted interviews with persons who were reasonably expected to be knowledgeable about historical and/or current conditions at and uses of the Site.

- **Site Reconnaissance:** The objective of the site reconnaissance is to obtain information indicating the likelihood of identifying recognized environmental conditions in connection with the Site. The site reconnaissance was for the Site only. Offsite properties and features were viewed solely from the vantage of the Site.

1.2 Scope of Services

Geocon's Proposal No. LE-05-052, dated July 14, 2005, included herein as Appendix A, presents the scope of services proposed for the ESA. The scope of services outlined in the Proposal was performed in general accordance with ASTM Designation E 1527-00.

1.3 Report Limitations

This Phase I ESA report has been prepared exclusively for the Client, the Trammell Crow Residential. If the report is to be used by other parties for informational purposes only, then the party agrees to abide by the "Terms and Conditions" of the Proposal dated July 14, 2005. The information obtained is only relevant for the dates of the records reviewed or as of the date of the latest site visit. Therefore, the information contained herein is only valid as of the date of the report, and will require an update to reflect recent records/site visits.

The Client should recognize that this report is not a comprehensive site characterization and should not be construed as such. The findings and conclusions presented in this report are predicated on the site reconnaissance, a review of the specified regulatory records, and a review of the historical usage of the Site, as presented in this report. The Client should also understand that asbestos, lead-based paint, lead in drinking water, radon and methane gas, and mold surveys were not included in the scope of services for this report.

Therefore, the report should only be deemed conclusive with respect to the information obtained. No guarantee or warranty of the results of the ESA is implied within the intent of this report or any subsequent reports, correspondence or consultation, either express or implied. Geocon strived to conduct the services summarized herein in accordance with the local standard of care in the geographic region at the time the services were rendered.

2.0 PHYSICAL SETTING

2.1 Site Location

The approximate 9 acre Site is an irregular shape located at the northwest corner of East Taylor Street and 10th Street extending north to Mission Street and west to the Southern Pacific Railroad tracks with a small portion extending north of the Mission Street alignment adjacent to the railroad tracks in downtown San Jose, California. The Site buildings are identified by several addresses including: 385, 395, and 401 East Taylor Street and 725 and 775 North 9th Street. The former property addresses are listed in Table 1.

2.2 Existing and Proposed Improvements

The Site is currently consists of four buildings occupied by multiple tenants. Trammell Crow Residential is proposing to redevelop the property into a park and multi-family residential dwellings with a subgrade parking structure. A Site Plan depicting the site boundaries is presented as Figure 2.

2.3 Review of U.S. Geologic Survey (USGS) Topographic Map

A review of the 7.5-minute USGS topographic map dated 1961 (photo revised 1973) for the San Jose West, California quadrangle was performed to obtain information relative to the topography and previous development of the Site. A review of the USGS map indicates that the relatively flat Site is located at an elevation of approximately 70 feet above Mean Sea Level (MSL). Topographic features as depicted on the map are generally representative of observed site conditions during Geocon's site reconnaissance. The Site is located in area where only landmark buildings are shown. Each building of the subject site is depicted on the map.

2.4 Soil and Geologic Conditions

The Site is located south of San Francisco Bay within the South Bay Drainage Unit. The South Bay Drainage Unit lies within the Coast Range geomorphic province and is characterized by a broad alluvial valley sloping northward toward the San Francisco Bay. The valley is flanked by alluvial fans deposited at the foot of the Diablo Range to the east and the Santa Cruz Mountains to the west. The Site is located on the San Jose Plain, which occupies the central portion of the Santa Clara Valley. In the area of the Site, the San Jose Plain deposits extend to approximately 150 feet below ground surface (bgs). The deposits are comprised predominantly of unconsolidated gravel, sand, and silt with intermittent clay layers that form aquitards. The San Jose Plain deposits are underlain by water-bearing units, which include the continental sediments of the Pliocene-Pleistocene Santa Clara Formation. The regional groundwater gradient runs parallel to the axis of the valley, approximately north-northwest, toward San Francisco Bay. The total thickness of the water-bearing units is approximately 500 feet. Underlying the water-bearing units are relatively impermeable, consolidated rocks of Jurassic to late

Tertiary Age that consist mainly of marine sedimentary rocks with some volcanic rocks and serpentinite.

2.5 Regional Groundwater Occurrence

Santa Clara County uses groundwater as part of its domestic water supply. Groundwater quality in the water-bearing units of the Santa Clara Valley generally meets recommended primary and secondary standards for drinking water. The most productive water wells are located within the valley alluvium. The valley alluvium consists of permeable alluvial fan deposits interlaced by numerous gravelly stream channel that act as conduits for groundwater flow. Regional groundwater flow is to the north-northwest; however; localized groundwater flow directions vary significantly. The groundwater flow at 444 E. Taylor Street is southwest; at 808 north 10th Street groundwater flow is northwest; at 633 N. 13th the groundwater flow is southwest; at 795 North 13th Street groundwater flow is northwest; at 639 9th Street groundwater flow is north; at 605 North 9th groundwater flow is north-northeast; at 335 East Taylor groundwater flow direction is south, and at the Site groundwater flow is southwest.

3.0 REGULATORY AGENCY RECORDS

3.1 Database Review

Environmental Data Resources, Inc. (EDR), a data search firm, performed a search of federal, state, and local databases for the Site and surrounding area. A reproduction of the report entitled *The EDR Radius Map Report*, dated October 11, 2005 is presented as Appendix B. The following table lists databases that were searched and the number of listings.

Database Name	Search Radius (Mile)	Number of Listings
FEDERAL DATABASES		
NPL (National Priority List)	1.25	0
Proposed NPL	1.25	0
CERCLIS (Comprehensive Environmental Response, Compensation, and Liability Information System)	0.75	1
CERCLIS-NFRAP (No Further Remedial Action Planned)	0.50	3
CORRACTS (RCRA Corrective Action Sites List)	1.25	3
RCRIS-TSD (RCRA Permitted Treatment, Storage, Disposal Facilities)	0.75	3
RCRIS-LQG (RCRA Large Quantity Generators of Hazardous Waste)	0.50	0
RCRIS-SQG (RCRA Small Quantity Generators of Hazardous Waste)	0.50	20
ERNS (Emergency Response Notification System)	0.125	1
STATE DATABASES		
AWP (DTSC's Annual Workplan)	1.25	7
Cal-Sites (Potential/Confirmed Hazardous Substance Release Properties)	1.25	3
CHMIRS (California Hazardous Material Incident Report System)	0.125	3
Cortese (Hazardous Waste and Substances Sites List)	0.75	79
Notify 65 (Proposition 65)	1.25	1
Toxic Pits	1.25	0
State Landfill	0.75	0
WMUDS/SWAT (Waste Management Unit Database)	0.75	0
LUST (Leaking Underground Storage Tanks)	0.75	99
CA Bond Expenditure Plan	1.25	2
UST (Underground Storage Tanks)	0.50	2
VCP (Voluntary Cleanup Program)	0.75	0
Indian LUST	0.75	0
Indian UST	0.50	0
CA FID UST (Facility Inventory Database)	0.50	0
HIST UST (Historical USTs)	0.50	18

Database Name	Search Radius (Mile)	Number of Listings
FEDERAL SUPPLEMENTAL DATABASES		
CONSENT (Superfund Consent Decrees)	1.25	0
ROD (Records of Decision)	1.25	1
Delisted NPL (NPL Deletions)	1.25	0
FINDS (Facility Index System)	0.25	11
HMIRS (Hazardous Materials Information Reporting System)	0.25	0
MLTS (Material Licensing Tracking System)	0.25	0
MINES (Mines Master Index File)	0.50	0
NPL Liens (Federal Superfund Liens)	0.25	0
PADS (PCB Activity Database System)	0.25	0
DOD (Department of Defense facilities)	1.25	0
US BROWNFIELDS	0.75	0
FUDS (Formerly Used Defense Sites)	1.25	0
UMTRA (Uranium Mill Tailings Sites)	0.75	0
Indian Reservation	1.25	0
RAATS (RCRA Administrative Action Tracking System)	0.25	0
TRIS (Toxic Chemical Release Inventory System)	0.25	0
TSCA (Toxic Substances Control Act)	0.25	0
FTTS (FIFRA/TSCA Tracking System) - FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) / TSCA (Toxic Substances Control Act)	0.25	0
STATE OR LOCAL SUPPLEMENTAL DATABASES		
AST (Aboveground Petroleum Storage Tank Facilities)	0.25	0
Cleaners	0.50	1
CA WDS (Waste Discharge System)	0.25	0
Deed	0.75	0
NFE (Properties Needing Further Evaluation)	0.50	0
NFA (No Further Action Determination)	0.50	0
EMI (Emissions Inventory Data)	0.25	11
REF (Unconfirmed Properties Referred to Another Agency)	0.50	1
SCH (School Property Evaluation Program)	0.50	0
CA SLIC (Spills, Leaks, Investigation and Cleanup Cost Recovery)	0.75	11
HAZNET (Hazardous Waste Information System)	0.25	42
San Jose Haz Mat	0.50	27

EDR PROPRIETARY DATABASES

Database Name	Search Radius (Mile)	Number of Listings
Coal Gas (Former Manufactured Gas Sites)	1.25	0
BROWNFIELDS DATABASES		
US BROWNFIELDS	0.75	0
VCP (Voluntary Cleanup Program Properties)	0.75	0

3.1.1 Site

The following Site addresses were identified in the EDR report as follows:

Site Address	LUST	RCRA SQG	HIST UST	HAZNET	FINDS	Emissions
739 N. 9th	X					
750 N. 9th		X		X	X	X
749 N. 10th		X		X		
751 N. 10th			X			
753 N. 9th				X	X	X
774 N. 9th						X
777 N. 10th						X
749 N. 10th						X
735 N. 10th				X		X
722 N. 9th				X		
730 N. 9th				X		
771 N. 10th				X		
729 N. 10th				X		

3.1.2 Offsite Properties

Based on the database search summarized in Section 3.1, the following discussion provides additional information regarding the listed properties reportedly located less than 1/8 mile from the Site (1/4 mile for LUST, Cortese, and CERCLIS/NPL properties), the status of their listings, and their potential, if any, to impact the Site.

CERCLIS – This database contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies, and private persons. CERCLIS contains sites, which are either proposed to or on the NPL, and sites, which are in the screening and assessment phase for possible inclusion on the NPL. One facility was referenced within ¼ mile of the Site.

Gordon Biersch Brewing Company, located at 357 East Taylor Street, is located immediately adjacent to the western Site boundary and is downgradient of the Site. The Gordon Biersch Brewing Company will be discussed in detail in Section 3.2.

CORRACTS – This database identifies hazardous waste handlers with Resource Conservation and Recovery Act (RCRA) corrective action activity. One facility was referenced within 1/8 mile of the Site. Gordon Biersch Brewing Company, located at 357 East Taylor Street, is located immediately adjacent to the western Site boundary and is downgradient of the Site. The Gordon Biersch Brewing Company will be discussed in detail in Section 3.2.

RCRIS-TSDF – This database contains information on sites that generate, transport, store, treat, and/or dispose of hazardous waste as defined by RCRA. One facility was referenced within 1/8 mile of the Site. Gordon Biersch Brewing Company, located at 357 East Taylor Street, is located immediately adjacent to the western Site boundary and is downgradient of the Site. The Gordon Biersch Brewing Company will be discussed in detail in Section 3.2.

RCRIS-SQG - This database identifies small quantity generators of hazardous wastes. Five facilities were referenced within 1/8 mile of the Site as follows:

862 N. 10th Street – Cali Complete Auto Service
357 E. Taylor Street - Gordon Biersch Brewing Company
335 E. Taylor Street – American Bros Produce, Inc.
615 N. 9th Street – Cannery Park III Associates
880 N. 8th Street – Cannery Park V Associates

No significant adverse impact to the Site is expected from the listed facilities except the Gordon Biersch Brewing Company. The Gordon Biersch Brewing Company will be discussed in detail in Section 3.2.

ERNS – The Emergency Response Notification System records and stores information on reported releases of oil and hazardous substances. One facility was referenced within 1/8 mile of the Site. Gordon Biersch Brewing Company, located at 357 East Taylor Street, is located immediately adjacent to the western Site boundary and is downgradient of the Site. The Gordon Biersch Brewing Company will be discussed in detail in Section 3.2.

CHMIRS - This database lists information on accidental spills/releases of hazardous materials as reported to the California Office of Emergency Services. One facility was referenced within 1/8 mile

of the Site. Gordon Biersch Brewing Company, located at 357 East Taylor Street, is located immediately adjacent to the western Site boundary and is downgradient of the Site. The Gordon Biersch Brewing Company will be discussed in detail in Section 3.2.

Cortese - This database lists properties with confirmed soil and/or groundwater contamination. Fourteen facilities were located within 1/8 mile of the Site are referenced on the Cortese database as follows:

739 N. 9th Street – Canning Park Square
808 N. 10th Street – Independent Food Service
851 N. 10th Street – Diesel and Pump Injector
862 N. 10th Street – Starkenburg Property
357 E. Taylor Street – Gordon Biersch Brewing Company
335 E. Taylor Street – American Brothers Produce, Inc.
798 N. 13th Street – Auto Tech
795 N. 13th Street – ET Gas
809 N. 13th Street – George Stein Painting
726 N. 13th Street – McClanahan Property
620 N. 9th Street – Martin Feldman Property
712 N. 13th Street – KCC Auto Body
880 N. 8th Street – Continental Can Corporation
725 N. 7th Street – Condor Freight Lines

Additional information regarding the Cortese Sites is included in Section 3.2. With the exception of the Gordon Biersch Brewing Company, no significant adverse impacts to the Site are expected from the listed facilities.

LUST - This database lists facilities with leaking underground storage tank cases. Ninety-nine facilities were listed within a 0.75-mile radius of the Site, and 16 of the 99 facilities are located within 1/4 mile of the Site. Information regarding these facilities is summarized on the following table:

Name	Address	Affected Media	Substance	Status	Dist./Dir. from Site
Independent Food Service	808 N. 10th	Other groundwater	diesel	Open	80 ft North
Continental Can	880 N. 8th	Groundwater	Gasoline	Closed	80 ft NW
Diesel & Pump Injector	851 N. 10th	Soil	Waste oil	Closed	500 ft N-NW
Universal Fleet Supply	862 N. 10th	Groundwater	gasoline/diesel	Closed	550 ft North
Western State Oil Co.	444 E. Taylor	Groundwater	gasoline	Open	75 ft SE
Gordon Biersch Brewing	357 E. Taylor	Groundwater	gasoline/solvent	Open	Adjacent west
Growers Service	335 E. Taylor	Groundwater	Gasoline	Closed	600 ft SW
Fox Corporation	330 E. Taylor	Groundwater	Gasoline	Closed	300 ft SW
Auto Tech	798 N. 13th	Groundwater	Gasoline/diesel	Closed	900 ft NE

Name	Address	Affected Media	Substance	Status	Dist./Dir. from Site
Aztec	795 N. 13th	Groundwater	Gasoline	Open	900 ft N-NE
George Stein, Inc.	809 N. 13th	Soil	Gasoline	Closed	900 ft N-NE
McClanahan Property	729 N. 13th	Groundwater	Gasoline	Closed	900 ft NE
Martin Feldman Property	620 N. 9th	Groundwater	Gasoline	Closed	700 ft SE
Chevron	896 N. 13th	Groundwater	Gasoline	Closed	¼ mile N-NE
Gas Stop	899 N. 13th	Groundwater	Gasoline	Open	¼ mile N-NE
Keystone Company	605/739 N. 9th	groundwater	gasoline/solvent	Closed	750 ft S-SE

For the properties that have a closed status or affected media as soil, no significant adverse impact to the Site is expected. Additional information regarding the open status properties and select closed status properties is presented in Section 3.2.

UST – This database lists properties that formerly contained registered underground storage tank(s). Two properties within 1/8 mile of the Site were listed. These properties (357 E. Taylor Street and 335 E. Taylor Street) are also listed on the LUST database. No significant adverse impact to the Site is expected from 335 E. Taylor Street. Additional information for 357 E. Taylor Street is presented in Section 3.2.

FINDS – This database contains both facility information and "pointers" to other sources that contain more detail. Three properties within 1/8 mile of the Site were listed. The listed properties are Two Brothers Body Shop at 850 N. 10th Street, 335 E. Taylor Street, and 357 E. Taylor Street. No significant adverse impact to the Site is expected from 850 N. 10th Street or 335 E. Taylor Street. Additional information for 357 E. Taylor Street is presented in Section 3.2.

CA SLIC – This database contains a list of contaminated sites in California that impact groundwater or have the potential to impact groundwater. The released chemical is typically a chlorinated solvent. Two properties located within ¼ mile of the Site were listed. Each of these properties, 640 N. 9th Street and 605 N. 9th Street were listed in the LUST database and do not have the potential to impact the Site due to their closed status.

HAZNET – This database lists facilities that are hazardous waste generators. Eleven properties located within 1/8 mile of the Site were listed as follows:

851 N. 10th Street, San Jose Diesel Pump and Injector
850 N. 10th Street, Two Brothers Auto Body
852 N. 10th Street, Ross Equipment Repair, Inc.
862 N. 10th Street, California Complete Auto Service
740 N. 10th Street, Golden Bear Packing
878 N. 10th Street, Quality Machine Shop

375 E. Taylor Street, CP Associates
444 E. Taylor Street, Western State Oil
357 E. Taylor Street, Gordon Biersch Brewing Company
335 E. Taylor Street, American Brothers Produce
337 E. Taylor Street, Farmers Market

The properties listed above with the exception of 357 E. Taylor Street and 444 E. Taylor Street do not have the potential to impact the Site due to their location or the nature of the use of hazardous materials at the property. Additional information regarding 357 E. Taylor Street and 444 E. Taylor Street are presented in Section 3.2.

SJ HAZMAT – This is a list of companies that are have a hazardous material management plan on file with the City of San Jose. Four properties located within 1/8 mile of the Site are listed. The listed properties include:

825 N. 10th Street, Modified Toys
862 N. 10th Street, Universal Fleet Supply, Inc.
444 E. Taylor Street, Western State Oil Co. Inc.
357 E. Taylor Street, Gordon Biersch Brewing Company

Modified Toys and Universal Fleet Supply do not have the potential to impact the Site due to their location or the nature of the use of hazardous materials at the property. Additional information regarding 357 E. Taylor Street and 444 E. Taylor Street are presented in Section 3.2.

3.1.3 Orphan Summary

The *Orphan Summary* identifies properties that have incomplete address information and could not be specifically plotted. A total of 44 properties were listed in the *Orphan Summary*. Four of the properties were identified as properties listed on other databases with a known address. Based on information provided in the report for the remaining 40 listed properties and the databases on which the properties were listed, no significant adverse impact to the Site is expected from the properties identified on the *Orphan Summary*.

3.2 Case File Review

Information obtained from a review of the Santa Clara County Environmental Health Department (SCCEHD) and the Santa Clara Valley Water District (SCVWD) regulatory compliance case files is presented hereinafter. Files were reviewed for facilities located within 1/8 mile of the Site which were

referenced by EDR as facilities regulated for LUSTs or CA SLIC. A file was requested for 739 N. 9th Street, however, San Jose Fire Department, SCVWD, SCCEHD, and the San Francisco Bay Regional Water Quality Control Board (RWQCB) personnel indicated that a file for that street address does not exist.

808 N. 10th, Independent Food Service Company (IFSC) is located approximately 80 feet north of the Site building located at 775 N. 10th Street at the northeast corner of Mission Street and 10th Street. A review of the Light, Air & Space Construction *Groundwater Monitoring Sampling and Analysis, 808 North Tenth Street* report dated August 29, 2005 indicated that three USTs used to contain gasoline and diesel were removed in 1990. Upon removal, observations indicated that a release of petroleum hydrocarbons to the subsurface had occurred. Follow up investigations began in 2002 resulting in the installation of three groundwater monitoring wells at the site. Work ceased at the property following installation of the wells and the first groundwater sampling event was performed in July 2005. The monitoring wells have not been surveyed and a flow direction can not be determined. It is assumed that the flow direction is to the northwest. Total petroleum hydrocarbons as gasoline (TPHg) were not detected in any of the wells, Total petroleum hydrocarbons as diesel (TPHd) were detected in each well at concentrations that range from 77 to 130 micrograms per liter (ug/l). The groundwater from each well was also analyzed for benzene, toluene, ethylbenzene, and total xylenes (BTEX) and fuel oxygenates (FOCs). Of the BTEX and FOCs, methyl tert-butyl ether (MTBE) was the only analyte detected at concentrations ranging from 2.1 to 2.3 ug/l.

The location of the former USTs is approximately 200 feet north of the Site. Despite the unknown groundwater flow direction, it is not likely that contaminants in groundwater have migrated to the Site based on the minimal concentrations and distance to the Site. The TPHd concentrations are considered very low and not an actionable concentration. The MTBE concentrations are less than the Maximum Contaminant Limit of 13 ug/l. Continued monitoring will have to continue until four consecutive quarters of groundwater analytical and flow direction data have been attained. If concentrations remain the same, it is likely the IFSC property could receive closure before the end of 2006. Based on the low level of contaminants in groundwater at the IFSC property, it is not likely that impacted groundwater at the IFSC facility will adversely impact groundwater at the Site.

880 N. 8th Street, Continental Can Company, is located approximately 80 feet northwest of the Site building 395 E. Taylor Street at the southeast corner of Hedding Street and N. 8th Street. A review of the SCVWDs *Underground Storage Tank Case Closure-Continental Can, 880 North Eighth Street* report dated May 8, 1996 indicated that a 1,000-gallon gasoline UST was removed in 1986. At the time of removal, observations and confirmation soil and groundwater samples indicated that gasoline was released to the subsurface. The ensuing investigations resulted in the installation of ten groundwater monitoring wells. The groundwater flow direction was to the southwest away from the Site. Groundwater monitoring began in 1987 and continued to 1990 and began again in 1993 to closure

in 1996. Maximum TPHg concentrations in soil were reported at 400 milligrams per kilogram (mg/kg) with little to know benzene associated with the TPHg. No impacted soil removal was performed. Maximum contaminant concentrations in groundwater were detected in 1988 and 1989 with TPHg reported at 210 milligrams per liter (mg/l), TPHd at 94 mg/l, and benzene at 200 ug/l. The MCL for benzene is 1 ug/l.

No soil or groundwater remediation was completed at the 880 N. 8th Street property. Natural attenuation of the petroleum hydrocarbons in groundwater resulted in the reduction of TPHg to 0.082 mg/l, TPHd to concentrations less than 0.050 mg/l, and benzene to 0.65 ug/l. The property received closure from the RWQCB and SCVWD in April 1996. Based on the closed status of the property, the downgradient position relative to the Site, and the minimal concentrations of petroleum hydrocarbons remaining in groundwater it is not expected that groundwater at the 880 N. 8th Street property will adversely impact the Site.

851 N. 10th Street, Diesel and Pump Injector, is located approximately 500 feet north-northwest of the Site building 775 N. 10th Street. A review of the SCVWDs *Underground Storage Tank Case Closure-S.J. Diesel and Pump Injector, 851 North Tenth Street* report dated June 17, 1996 indicated that a waste oil UST of unknown size was removed in 1991. At the time of removal, observations and confirmation soil samples indicated that waste oil was released to the subsurface. The ensuing investigations indicated that low levels of impacts were detected and the SCVWD reported that there is not substantial evidence of a significant release and concluded that no further corrective action is required.

Based on the soil only impacts, the distance to the Site, and the low levels of impacts to the soil it is not likely that the release from the waste oil UST will adversely impact the Site.

862 N. 10th Street, Universal Fleet Supply, is located approximately 550 feet north of the Site building 775 N. 10th Street north of Vestal Street. A review of the SCVWDs *Fuel Leak Site Case Closure-Starkenburg Property, 862 North Tenth Street* report dated March 20, 1997 indicated that a 500-gallon gasoline/diesel UST was removed in 1990. At the time of removal, observations and confirmation soil and groundwater samples indicated that gasoline was released to the subsurface. The ensuing investigations resulted in the installation of three groundwater monitoring wells and several exploratory soil borings to define the extent of impacts in soil. The groundwater flow direction was to the northwest crossgradient to the Site. Groundwater monitoring began in 1995 and continued to closure in 1997. Maximum TPHg concentrations in soil were reported at 5,000 mg/kg and benzene at 62 mg/kg. No impacted soil removal was performed. Maximum contaminant concentrations in groundwater were detected in 1995 with TPHg reported at 2.9 mg/l and benzene at 360 ug/l.

No soil or groundwater remediation was completed at the 862 N. 10th Street property. Natural attenuation of the petroleum hydrocarbons in groundwater resulted in the reduction of TPHg to 6.5 mg/l and benzene to 0.150 ug/l. The soil impacts were localized to the vicinity of the tank pit and groundwater impacts did not appear to be leaving the property. The property received a conditional closure from the RWQCB and SCVWD in March 1997. Due to the residual contaminants in soil and groundwater the SCVWD recommended that corrective action should be reviewed if land use changes. Based on the closed status of the property, the crossgradient position relative to the Site, and the contained plume of petroleum hydrocarbon within the property boundaries, it is not expected that groundwater at the 862 N. 10th Street property will adversely impact the Site.

335 E. Taylor Street, American Brothers (Growers Service), is located approximately 600 feet southwest of the Site building 401 E. Taylor Street at the northeast corner of N. 7th Street and E. Taylor Street. A review of the SCVWDs *Fuel Leak Site Case Closure-American Brothers, 335 East Taylor Street* report dated June 4, 1997 indicated that several diesel fuel, gasoline, and waste oil USTs were removed between 1989 and 1996. At the time of removal, observations and confirmation soil and groundwater samples indicated that gasoline and diesel were released to the subsurface. The ensuing investigations resulted in the installation of three groundwater monitoring wells and several exploratory soil borings to define the extent of impacts in soil and groundwater. The groundwater flow direction was to the south crossgradient to the Site. Groundwater monitoring began in 1995 and continued to closure in 1997. Maximum TPHg concentrations in soil were reported at 150,000 mg/kg and benzene at 58 mg/kg. Impacted soil removal was performed and reduced TPHg concentrations to 840 mg/kg and benzene was reduced to 0.92 mg/kg. Maximum diesel concentrations were reduced from 3,500 mg/kg to 1,000 mg/kg. Maximum contaminant concentrations in groundwater were detected in 1996 with TPHg reported at 4.8 mg/l, TPHd at 1.9 mg/l, and benzene at 28 ug/l. Maximum TPHg concentrations were reduced to 0.210 mg/l, TPHd was reduced to 0.78, and benzene was reduced to 23 ug/l.

Impacted soil removal activities and natural attenuation of the petroleum hydrocarbons in groundwater resulted in the reduction of petroleum hydrocarbons in soil and groundwater. The SCVWD concluded that adequate source removal had been performed and a stable/decreasing plume in groundwater has been established. Based on the closed status of the property, the crossgradient position relative to the Site, and the contained plume of petroleum hydrocarbon within the property boundaries, it is not expected that groundwater at the 335 E. Taylor Street property will adversely impact the Site.

330 E. Taylor Street, Fox Corporation, is located approximately 650 feet southwest of the Site building 401 E. Taylor Street at the northwest corner of N. 7th Street and E. Taylor Street. A review of the SCVWDs *Fuel Leak Site Case Closure-Fox Corporation, 330 East Taylor Street* report dated March 29, 2001 indicated that one diesel fuel, one gasoline, and one waste oil UST were removed

between 1986 and 2000. At the time of removal, observations and confirmation soil and groundwater samples indicated that gasoline and diesel were released to the subsurface. The ensuing investigations resulted in the installation of several exploratory soil borings to define the extent of impacts in soil and groundwater. Remedial activities at the site included the over-excavation of impacted soil from the tank pits and the removal of several thousand gallons of groundwater from the open tank pit. No groundwater monitoring wells were installed at the property.

Impacted soil and groundwater removal activities resulted in the reduction of petroleum hydrocarbons in soil and groundwater. The SCVWD concluded that adequate source removal had been performed and a residual concentrations of contaminants in soil and groundwater pose a significant threat to human health or the environment. Based on the closed status of the property and the crossgradient position relative to the Site, it is not expected that groundwater at the 330 E. Taylor Street property will adversely impact the Site.

620 N. 9th Street, Martin Feldman Property, is located approximately 700 feet south-southeast of the Site building 401 E. Taylor Street at the northeast corner of N. 9th Street and E. Jackson Street. This property was originally listed as 640 N. 9th Street, but before the property was assigned closure the parcels on N. 9th Street were sub-divided and the Martin Feldman Property was changed to 620 N. 9th Street. The property currently located at 640 N. 9th Street is immediately north of the Martin Feldman Property and is identified as Lee Brothers Food Service, Inc. A review of the SCVWDs *Underground Storage Tank Case Closure-Martin Feldman Property, 620 North Ninth Street* report dated June 24, 1996 indicated that two 1,000-gallon gasoline USTs were removed in 1987. At the time of removal, observations and confirmation soil and groundwater samples indicated that gasoline and diesel were released to the subsurface. The ensuing investigations resulted in the installation of a groundwater monitoring well and implementation of a soil gas survey. The soil gas survey indicated that residual contaminants were in soil. Remedial activities at the site included the over-excavation of impacted soil from the tank pits. Upon completion of the over-excavation several quarters of groundwater monitoring were completed using one groundwater monitoring well. The assumed groundwater flow direction is to the northeast, crossgradient to the Site.

The SCVWD reported that after seven quarters of groundwater monitoring, laboratory analytical data indicated that the petroleum hydrocarbons concentrations have attenuated. However, laboratory analytical results indicate the presence of volatile organic compounds (VOCs). Based on available information, it appears that a source of VOCs exists upgradient at 605 N. 9th Street. Based on the closed status of the property and the crossgradient position relative to the Site, it is not expected that groundwater at the 620 N. 9th Street property will adversely impact the Site.

605 N. 9th Street, Keystone Company, is located approximately 750 feet south of the Site building 401 E. Taylor Street at the northwest corner of N. 9th Street and E. Jackson Street. A review of the

SCVWDs *Fuel Leak Site Case Closure-Keystone Company (Formerly American National Can), 605 N. 9th Street* report dated January 29, 1999 indicated that one 12,000-gallon bunker fuel UST, one 8,000-gallon diesel UST and one sump were removed in the years 1988 and 1989. Prior to removal of the USTs and sump, exploratory soil borings were advanced to determine if soil had been impacted. Laboratory analytical data reported less than detectable concentrations. During removal observations indicated that soil and groundwater were impacted with petroleum hydrocarbons. After removal three groundwater monitoring wells were installed around the former tank pit. Free product diesel or bunker fuel was observed in one of the wells (MW-3).

In March 1990, a soil gas survey was conducted the Cannery Park properties including Cannery Park I (357, 385, and 395 E. Taylor Street), Cannery Park II (401 E. Taylor Street, 725, 775, and 825 N. 10th Street), Cannery Park III (605 N. 9th Street), and Cannery Park IV (located north of E. Jackson Street, south of E. Taylor Street and between N. 7th Street and the railroad tracks). The conclusions of the soil gas survey reported that there was a source of trichloroethane and Freon-113 at Cannery Park II and Cannery Park III. There has been reported solvent use at 605 N. 9th Street.

In 1992, three additional groundwater monitoring wells were installed to further define extent of impacts at the property. Quarterly groundwater monitoring, sampling, and analysis events were performed sporadically over time. Groundwater was reported to flow to the north-northeast cross-gradient to the Site. Product recovery was initiated in well MW-3 in 1993 and suspended between 1994 and 1996 to be restarted in February 1997 and continued to November 1997.

The SCVWD concluded that based on the results of soil samples collected from exploratory and monitoring well borings, it appears the extent of contamination is defined and primarily located around the former tank area. Localized free product diesel may be present in the former tank area. Volatile organics are present in several areas of the property above the MCLs. SCVWD believes that the levels of residual contamination does not pose a significant threat to water resources, public health, safety, and the environment under current or proposed residential land use. VOCs detected in the groundwater at the property include 1,1-dichloroethene (1,1-DCE) at 31 ug/l, 1,1-dichloroethane (1,1-DCA) at 46 ug/l, and 1,1,1-trichloroethane (1,1,1-TCA) at 20 ug/l.

Since case closure at 605 N. 9th Street, the property has been redeveloped as multi-family residential dwellings.

Based on the closed status of the property, the crossgradient position relative to the Site it is not expected that groundwater at the 605 N. 9th Street property will adversely impact the Site.

795 N. 13th Street, Aztec (Former Beacon), is located approximately 900 feet east of the Site and located at the southwest corner of N. 13th Street and E. Mission Street. A review of the Delta Environmental Consultants *Quarterly Groundwater Monitoring, Second Quarter 2005* report dated August 22, 2005 indicated that the property is currently in a quarterly groundwater monitoring, sampling, and analysis program in response to a release of gasoline from the USTs. A total of 16 groundwater monitoring wells are associated with the property and extend southwest of the property on E. Mission Street to within 60 feet of N. 11th Street. The groundwater flow direction is to the southwest toward the Site. The gasoline plume extends only to N. 12th Street.

Based on the defined extent of the plume terminating approximately 400 feet east of the Site, it is not expected that groundwater at the 795 N. 13th Street property will adversely impact the Site.

899 N. 13th Street, Gas Stop, is located approximately ¼ mile north-northeast of the Site and located at the southwest corner of N. 13th Street and E. Mission Street. A review of the Delta Environmental Consultants *Quarterly Groundwater Monitoring, Second Quarter 2005* report dated August 22, 2005 indicated that the property is currently in a quarterly groundwater monitoring, sampling, and analysis program in response to a release of gasoline from the USTs. A total of eight groundwater monitoring wells are associated with the property and located within the property boundaries. The groundwater flow direction is predominantly to the southeast toward the Site. The gasoline plume is not defined in the downgradient direction. The maximum concentrations of TPHg, benzene, and MTBE are in the downgradient well at respective concentrations of 2.7 mg/l, 310 ug/l, and 400 ug/l.

Based on the ¼ mile distance to the Site, it is not expected that groundwater at the 899 N. 13th Street property will adversely impact the Site.

444 E. Taylor Street, Spartan (Western State Oil Company), is located approximately 75 feet south-southeast of the Site building 401 E. Taylor Street located at the southwest corner of N. 10th Street and E. Taylor Street. A review of the Allterra Environmental, Inc. *Second Quarter 2005 Groundwater Monitoring Report* dated July 6, 2005 indicated that the property is currently in a quarterly groundwater monitoring, sampling, and analysis program in response to a release of gasoline from their USTs.

Between 1998 and 1999 a total of thirteen USTs were removed from the property. Soil and groundwater confirmation samples indicated that gasoline was released to the subsurface. Free-phase hydrocarbons were observed in three of the tank pits. In February 1999, over-excavation activities were performed to remove impacted soil and two exploratory trenches were advanced to define the extent of free-phase product in groundwater. Approximately 40,000 gallons of groundwater were extracted from the trenches and over-excavated areas. In August 1999, five groundwater monitoring wells (MW-1 through MW-5) were installed. In May through August 2001 eleven soil borings (GP-1

through GP-11) were advanced to help define the extent of impacts, and in June and July 2001, five additional wells (MW-6 through MW-11) were installed. In February 2002, four additional borings (GP12 through GP-16) were advanced and one more well (MW-11) was installed.

Two borings (GP-5 and GP-10) were advanced on the Site near the southwest corner of the 401 E. Taylor Street building. The laboratory analytical data indicated that the grab-groundwater sample collected from GP-5 had detectable concentrations of TPHg at 43 mg/l, TPHd at 890 mg/l, benzene at 37 ug/l, and MTBE was non-detect, and for GP-10 TPHg was at 0.76 mg/l, TPHd at 3.1 mg/l, and benzene and MTBE were non-detect. The benzene concentration relative to the TPHg concentration is low indicating that the fuel is old and weathered. The TPHg and TPHd concentrations detected on the Site exceed the maximum concentrations detected in the source area at the Spartan property. It appears that the petroleum hydrocarbons detected on the Site are from a source other than the Spartan station.

The groundwater flow direction at the Spartan property is to the southeast and crossgradient to the Site. Groundwater monitoring began in 1999 and has continued to through 2005. The contaminant plume is migrating southeast and extends to the center line of E. Taylor Street. The northerly extent of the plume is defined by two groundwater monitoring wells (MW-4 and MW-5) located in the gutter of E. Taylor Street in front of the Site. Laboratory analytical data for well MW-5 has been consistently non-detect for TPHg, TPHd, and BTEX with MTBE concentrations consistently detected at concentrations near 1 ug/l. Laboratory analytical data for well MW-4 has had detectable concentrations of TPHg decreasing over time at 2.7 mg/l in 1999 to 0.098 mg/l in 2003 and non-detected through the end of 2004, and BTEX and MTBE have been consistently non-detect with an occasional detection at a concentration less than 5 ug/l.

The current maximum contaminant concentrations at the Spartan property are as follows:
TPHg = 11 mg/l (MW-6 near source area)
TPHd = 3.5 mg/l (MW-6 near source area)
Benzene = 3,300 ug/l (MW-6 near source area)
MTBE = 4,600 ug/l (MW-11 70 feet downgradient of source)

A Corrective Action Plan (CAP) was submitted in 2001 and approved by the SCVWD. It is apparent that the CAP has not been implemented as of the date of this report.

It appears that the release of fuels at the Spartan property have not impacted groundwater at the Site. It appears that the contaminants (TPHg, TPHd, and benzene) are likely from a source other than the Spartan station. The source may be located on the Site. An onsite investigation of the 401 E. Taylor property would be necessary to determine if a source exists on the Site.

357 E. Taylor Street, Gordon Biersch Brewing Company, is located approximately 70 feet southwest of the Site building 401 E. Taylor Street across the parking lot (former N. 9th Street alignment). A review case files indicates that Continental Can Company was the original occupant of the property and sold the property to Metropolis West in 1986.

In 1985, one 1,000-gallon gasoline UST, one 7,500-gallon lacquer thinner UST, one 3,500-gallon methyl ethyl keytone (MEK) UST, and one 250-gallon gasoline UST were removed from a sub-grade concrete bunker on the property. No soil samples were obtained.

In 1989, Applied Soil Mechanics, Inc. was performing a geotechnical investigation for the property owner, Metropolis West Construction Company at the parking lot area at the east end of the 401 E. Taylor Street building. As part of their investigation they were advancing a borehole and encountered strong petroleum hydrocarbon odors in soil. As a result of the finding, Metropolis West contracted Soil Tech Engineering, Inc. (STE) to perform an environmental investigation in 1990 to attempt to identify the source and extent of impacts at the Cannery Park I and II properties. The STE investigation included the drilling and installation of 16 groundwater monitoring wells (MW-1 through MW-16). Wells MW-1 through MW-9 and MW-12 and MW-13 were located on the Site in and around the 401 E. Taylor Street building. The remaining wells were located near the 357 E. Taylor Street building. Laboratory analytical data indicated that groundwater at the Site had detectable concentrations of TPHg ranging from 1.7 mg/l to 3.0 mg/l and TPHd was detected at a range of 0.17 mg/l to 0.34 mg/l. The groundwater flow was to the southeast.

In June 1990, a 1,000-gallon bunker fuel UST was removed from the 357 E. Taylor property.

IT Corporation prepared a *Tank Removal Report* dated September 1996 reporting the removal of a 3,500-gallon naphtha UST. Laboratory analytical data for confirmation soil samples indicated that none of the chemicals of concern were detected. The laboratory analytical data for the confirmation groundwater sample indicated that 1,1,1-TCA was detected at 900 ug/l and no other contaminants of concern were detected.

An *Underground Storage Tank Unauthorized Release (Leak)/Contamination Site Report* dated February 2, 1997 was observed in the case files. The report indicated that a 17,500-gallon bunker fuel UST was discovered and removed on November 6, 1996. The tank was filled with water and had multiple holes. A petroleum sheen was observed on the groundwater in the tank pit. No further information was available regarding the 17,500-gallon bunker fuel UST.

A 1996 groundwater contour map prepared by IT Corporation for the 357 E. Taylor Street site shows twelve groundwater monitoring wells throughout the 357 E. Taylor Street property and two wells on the 385 E. Taylor Street property (the Site). The groundwater flow direction is primarily to the west.

There was no groundwater analytical data available and the original report that the contour map came from was not available in the case files. A letter prepared by IT Corporation to Orbit Property Corporation (apparent owner of 357 E. Taylor Street) reporting a groundwater sampling event conducted at the property was in the case files. The laboratory analytical data indicated that tetrachloroethene (PCE) and trichloroethene (TCE) were detected in four wells at concentrations ranging from 240 ug/l to 1,900 ug/l.

In 1997, a 15,000-gallon heating oil UST was discovered during the renovations of the facility for the Gordon Biersch Brewing Company. IT Corporation removed the UST and visible impacted soil was over-excavated and removed from the property for disposal.

The 357 E. Taylor Street property is under the jurisdiction of the RWQCB. No investigative activities at the property have been performed under the mandate of a regulatory agency. No environmental investigations or remediation has been completed at the property since 1997. VOCs have been detected in groundwater at concentrations that exceed the MCLs. Groundwater flow direction is primarily to the west; however, the Site building 385/395 E. Taylor Street is potentially downgradient of the 357 E. Taylor Street property. The remaining portions of the Site would be upgradient of the 357 E. Taylor Street property. Based on the upgradient position relative to the Site (385/395 E. Taylor Street), it is expected that groundwater at the 357 E. Taylor Street property could adversely impact the Site.

4.0 SITE HISTORY

4.1 Aerial Photographs

Aerial photographs for the years 1954, 1960, 1968, 1974, 1980, 1984, 1990, 1996, and 2005 available from Pacific Aerial Survey of Oakland, California. The aerial photos were reviewed during the preparation of this report. Observations noted during the review are discussed hereinafter.

Year (Scale)	Observations	
	Site	Adjacent and Vicinity Properties
1954 (1"=800')	The Site consists of the all the similar buildings that were observed at the time of the Site reconnaissance. An overhead structure extended from the northwest corner of 395 E. Taylor building over the railroad tracks and connected to the building located at 880 N. 8th Street, an overhead structure extends from between Site building 725 and 775 N. 10th to the building located at 752 N. 10th Street, and an overhead structure extends from the west side of Site building 401 E. Taylor Street to 357 E. Taylor Street. The northern most point of the Site appears to be undeveloped fallow field.	The adjacent properties (357 E. Taylor, 880 N. 8th, 752, N. 10th appear to be physically connected to the Site buildings with overhead structures and must have similar or related operations. There is no structure at 720 N. 10th Street (Golden Bear Packing Co.), however, the property appears to be used for material storage. The adjacent properties and the majority of the properties bounded by Jackson Street to the south, Hedding Street to the north, 7th Street to the west and 11th Street to the east appear to be related operations for canning and food processing. A gasoline station exists at the parcel (444 E. Taylor Street) where the Spartan Gasoline station was observed at the time of the Site reconnaissance. The vicinity properties are occupied by single-family residential dwellings. The structure located at 825 N. 10th Street has not been constructed yet and the property is occupied by several residential buildings.
1960 (1:=2,500')	No significant changes were observed from the conditions observed in the 1954 aerial photograph with the exception of an overhead structure extending from the north wall of the Site building 775 N. 10th to the newly constructed offsite structure at 825 N. 10th Street.	No significant changes to adjacent properties with the exception of the newly constructed building located at 720 N. 10th Street similar to the one observed at the time of the Site reconnaissance.
1968 (1"=3,000')	No significant changes were observed from the conditions observed in the 1960 aerial photograph.	No significant changes were observed from the conditions observed in the 1960 aerial photograph.
1974 (1"=1,000')	The only changes observed to the Site were that the overhead structure connecting the Site building 401 E. Taylor to the building at 357 E. Taylor is no longer observed. The overhead structure extending over 10th Street from 752 N. 10th to between 725 and 775 N. 10th Street appears to be cut off at the west side of 10th	No significant changes were observed from the conditions observed in the 1960 aerial photograph.

Year (Scale)	Observations	
	Site	Adjacent and Vicinity Properties
	Street as it was observed at the time of the Site reconnaissance. A canopy structure extending between 401 E. Taylor and 825 N. 10th Street buildings is observed as it was at the time of the Site reconnaissance. The most northern portion of the Site appears to have been paved and is being used for material storage.	
1980 (1"=1,000')	No significant changes were observed from the conditions observed in the 1974 aerial photograph.	No significant changes were observed from the conditions observed in the 1974 aerial photograph.
1984 (1"=1,000')	No significant changes were observed from the conditions observed in the 1974 aerial photograph.	No significant changes were observed from the conditions observed in the 1974 aerial photograph, except a structure (known as 467 E. Taylor Street) was added to the south side of the 720 N. 10th Street building.
1990 (1"=1,000')	Operations at the Site buildings appear to have changed since observations in the 1984 aerial photograph. Multiple vehicles are parked between site building and adjacent buildings indicating that the buildings have been sub-divided into multiple tenant spaces as observed at the time of the Site reconnaissance. The overhead structure that extended to 880 N. 8th Street building is no longer observed.	No significant changes were observed from the conditions observed in the 1984 aerial photograph, except at the building located at 357 E. Taylor. No indications of occupancy were observed at the 357 E. Taylor property. All exterior storage and staging areas are clear of materials and structures.
1996 (1"=1,000')	The only change observed at the Site since the conditions observed in the 1990 photograph was that the eastern segment of the 401 E. Taylor Street building has been demolished and the area was converted to a parking lot.	No significant changes were observed from the conditions observed in the 1990 aerial photograph, except at the building located at 357 E. Taylor. Slight modifications have been completed to the building and outside staging and storage areas are being used again.
2005 (1"=833')	No significant changes to the Site since the conditions observed in the 1996 photograph.	The property south of Taylor Street bounded to the west by the railroad tracks and 9th Street to the east, and the property formerly identified as 880 N. 8th Street have been converted from canning operations to multiple family dwellings.

4.2 EDR Sanborn, Inc. Fire Insurance Maps

The results of the Sanborn Map site search indicated maps available for the years 1950 and 1969. The Sanborn map review was performed to obtain information pertaining to historical development of the site and specifically regarding the presence of USTs at the site. Observations noted during the review are summarized hereinafter.

Year	Observations	
	Subject Site	Adjacent Properties
1950	401 E. Taylor – Tri-Valley Growers Fruit	357 E. Taylor – Continental Can Co. Can Factory

Year	Observations	
	Subject Site	**Adjacent Properties**
	Cannery 725 N. 10th – Tri-Valley Packing Association Cherry Processing. Northeast corner of building is a machine shop. 775 N. 10th – Warehouse for Tri-Valley Packing Association 385 and 395 E. Taylor – Can Factory Warehouse for the Continental Can Company	built in 1934. No other adjacent properties shown on maps
1969	No changes	No changes to previously identified properties. 825 N. 10th – Tri-Valley Growers Warehouse for paper cartons and cans and also used for cold storage at north end of building.

5.0 SITE RECONNAISSANCE

5.1 Onsite Survey

Mr. Matt Hanko with Geocon performed a site reconnaissance on October 14, 2005. The purpose of the reconnaissance was to survey the existing site conditions to attempt to identify visual indicators of potential hazardous material/waste impacts to the Site. The property management company did not allow access to the individual tenant spaces. Tenant spaces were only viewed from outside the building. Observations noted during the site reconnaissance are summarized hereinafter. Site photographs are presented as Appendix C.

The Site is developed with four structures. The entire Site is covered with structures, asphalt paving, or concrete sidewalk. Each structure was originally used in a cannery operation either as a warehouse, cold storage, or canning operations. Each building is currently sub-divided into several tenant units. A Site buildings are divided into approximately 81 tenant units.

The tenant spaces are primarily occupied by commercial distribution facilities and some retail sales facilities. Some of the tenants perform assembly operations but do not use any or significant quantities of chemicals. There are several auto body shop tenants, one of which, uses a spray paint booth. A taxi service is operated at the facility. Observations from outside the taxi service facility indicate that they are performing service on their taxi fleet (e.g., changing oil). Two 55-gallon drums in secondary containment were observed and assumed to contain waste oil.

During the site reconnaissance Geocon observed four groundwater monitoring wells in the vicinity of the south end of the 401 E. Taylor Street building and one "CP Test" boring located on the Mission Street alignment at the northeast corner of the 775 N. 10th Street Site building. Geocon did not observe evidence of USTs or aboveground storage tanks.

5.2 Offsite Survey

In addition to the onsite reconnaissance, adjacent properties were surveyed from public thoroughfares to assess if facilities and/or structures located on these properties are operated by entities that potentially (as of October 14, 2005) use, store, generate, or dispose of hazardous materials/wastes.

The Site is bounded by N. 10th Street to the east, Southern Pacific railroad tracks and the Gordon Biersch Brewing Company (357 E. Taylor Street) to the west, E. Taylor Street to the south, and L-A-Z Boy furniture warehouse (825 N. 10th Street) to the north. Development within the site vicinity generally consists of residential, commercial, and light industrial developments. The Spartan gasoline

station (LUST site) is located directly across E. Taylor Street at the southwest corner of E. Taylor and N. 10th Streets.

6.0 INTERVIEW

Geocon has conducted interviews with personnel from the property management group, Hall Equities Group. Jasmine _____ of Hall Equities Group reported that the Site does not have any USTs to her knowledge. Jasmine was aware of groundwater monitoring wells at the Site but was not aware of their purpose or location. Geocon has attempted interviews with Ryan Gurtan of Halls Equities Group but Mr. Gurtan has not returned calls. Geocon has not been given contact information or authorization to contact the property owner, Mr. Mosses Libitzky.

7.0 SUMMARY OF FINDINGS

1. The approximate 9 acre Site is an irregular shape located at the northwest corner of East Taylor Street and 10th Street extending north to Mission Street and west to the Southern Pacific Railroad tracks with a small portion extending north of the Mission Street alignment adjacent to the railroad tracks in downtown San Jose, California. The Site buildings are identified by several addresses including: 385, 395, and 401 East Taylor Street and 725 and 775 North 9th Street.

2. The Site is developed with four buildings divided into approximately 81 tenant units. The primary use of the tenant spaces at the Site are for warehouse distribution and office space. There were several auto body shops and one taxi service. It appeared that the taxi service performed vehicle maintenance in their tenant space.

3. The Site is located south of San Francisco Bay within the South Bay Drainage Unit. The South Bay Drainage Unit lies within the Coast Range geomorphic province and is characterized by a broad alluvial valley sloping northward toward the San Francisco Bay. The valley is flanked by alluvial fans deposited at the foot of the Diablo Range to the east and the Santa Cruz Mountains to the west. The Site is located on the San Jose Plain, which occupies the central portion of the Santa Clara Valley. In the area of the Site, the San Jose Plain deposits extend to approximately 150 feet below ground surface (bgs). The deposits are comprised predominantly of unconsolidated gravel, sand, and silt with intermittent clay layers that form aquitards. The San Jose Plain deposits are underlain by water-bearing units, which include the continental sediments of the Pliocene-Pleistocene Santa Clara Formation. The regional groundwater gradient runs parallel to the axis of the valley, approximately north-northwest, toward San Francisco Bay. The total thickness of the water-bearing units is approximately 500 feet. Underlying the water-bearing units are relatively impermeable, consolidated rocks of Jurassic to late Tertiary Age that consist mainly of marine sedimentary rocks with some volcanic rocks and serpentinite. Local groundwater flow directions in the vicinity of the Site vary widely. The Site specific groundwater flow direction is to the southeast.

4. A review of the historical information obtained during the preparation of this report indicates that the Site structures are the original development at the Site. The Site was formerly operated as a fruit cannery including warehouse, cold storage, and canning operations. Canning operations ceased in circa 1985.

5. A review of information obtained from governmental agencies indicates that: (1) USTs are not reported for the Site; (2) hazardous materials/wastes have been reported as being used, and/or stored at the Site; and (3) two incident reports of hazardous material releases have been prepared for the Site. There is evidence that petroleum hydrocarbons and chlorinated solvents are detectable in groundwater at the Site and that the source of the contaminants may be on the Site.

A review of information obtained from governmental agencies indicates that: (5) five open case files for a leaking UST is referenced within 1/8 mile of the Site. One of the open case properties, Gordon Biersch

Brewing Company (former Continental Can Company) located at 357 E. Taylor Street has the potential to impact the Site.

8.0 CONCLUSIONS AND RECOMMENDATIONS

A review of the information sources referenced herein and the results of the October 14, 2005 site reconnaissance indicate that two recognized environmental conditions were identified at the Site. Groundwater investigations performed at the site have determined that petroleum hydrocarbons and chlorinated solvents are present in groundwater at the Site. Also, a 1949 City of San Jose Bureau of Fire Prevention field report indicates that gasoline/fuel oil was stored in USTs some where in the vicinity of the 725 N. 10th Street building.

Former operations at the 357 E. Taylor Street property by the Continental Can Company (use of multiple USTs to contain petroleum fuels and solvents) have the potential to impact soil and/or groundwater at the Site.

Due to the recognized environmental conditions, Geocon recommends that a Phase II soil and groundwater investigation be performed at the Site in an attempt to characterize soil and groundwater conditions and to attempt to find sources at the Site. Geocon also recommends to use the soil and groundwater data to perform modeling of contaminants potential to have an impact on human health in the planned development.

GEOCON
CONSULTANTS, INC.
GEOTECHNICAL ■ ENVIRONMENTAL ■ MATERIALS

Project No. E8442-06-01
March 3, 2008

Mr. Steve Schwartz
CP II Associates, LP
3051 Research Drive
Richmond, California 94806

Subject: LIMITED SITE INVESTIGATION ACTIVITY SUMMARY REPORT
CANNERY PARK II
385, 395, AND 401 EAST TAYLOR AND 725 AND 775 NORTH 10TH STREETS
SAN JOSE, SANTA CLARA COUNTY, CALIFORNIA

Dear Mr. Schwartz:

We have prepared this letter report to summarize the limited site investigations conducted by Geocon at the Cannery Park II site located at 385, 395, and 401 East Taylor, and 725 and 775 North 10th Streets in San Jose, Santa Clara County, California (the Site) in 2006. The Vicinity Map, Figure 1, depicts the site location.

LIMITED SITE INVESTIGATIONS

We performed our investigations at the Site in 2006. At that time, the Site consisted of five multi-tenant commercial buildings and associated parking and drive areas. Our scope of services at the Site included coordination for a geophysical survey, collection of passive soil gas and indoor air samples, and collection of active soil gas, soil and grab-groundwater samples from soil borings using direct-push sampling equipment. Approximate locations of indoor air sampling areas, groundwater monitoring wells, and borings are shown on the attached Site Plan, Figure 2.

Geophysical Survey

On January 19, 2006, we coordinated with Norcal Geophysical Consultants, Inc. (Norcal) to conduct a geophysical survey to collect data for evaluation of conditions indicative of underground storage tanks in the parking lot between the 401 East Taylor Street and 725 North 10th Street buildings, and the 775 North 10th Street building. As presented in Norcal's report, the Site 1 area is located in the parking lot adjacent to the northwest corner of the 401 East Taylor Street building and south of the 775 North 10th Street building. Site 2 is located in the parking lot adjacent to the northeast corner of the 725 North 10th Street building and south of the 775 North 10th Street building. The complete results of the geophysical survey are included in Norcal's geophysical survey report presented as Appendix A.

Passive Soil Gas Sampling

We conducted a passive soil gas survey at the Site in January 2006. Passive soil gas adsorbent cartridges and sampling materials were provided by Beacon Environmental Services, Inc. (Beacon). On January 18-19, 2006, we used a roto-hammer drill to bore holes and manually installed 86 passive soil gas adsorbent cartridges in a general grid pattern across the parking and drive areas at the Site at an approximate depth of one foot below ground surface (bgs). On January 25-26, the passive soil gas cartridges were retrieved and shipped to Beacon for analysis of volatile organic compounds (VOCs) using Environmental Protection Agency (EPA) Method 8260B (Modified). The passive soil gas results are included in the Beacon report presented as Appendix B.

Groundwater Sampling

On January 20 and 30, 2006, we collected groundwater samples from eight existing onsite monitoring wells (MW-3 through MW-9, and MW-13). Static water levels and total well depths were measured for each well prior to purging. Centrifugal and submersible pumps were used to purge approximately 10 casing volumes from each well prior to sample collection. Field parameters of pH, electrical conductivity, and temperature were recorded at approximate well volume intervals during purging. Groundwater samples were collected using disposable bailers. Reusable equipment was decontaminated using between use by washing with a Liquinox™ solution followed by a double rinse with deionized water. Monitoring well purge water was contained in 55-gallon drums, temporarily stored at our Livermore facility and subsequently disposed by Ecology Control Industries on February 15, 2006. Monitoring well sampling data sheets and a copy of the purge water non-hazardous waste disposal manifest are presented as Appendix C.

Groundwater samples collected from the monitoring wells were submitted to Advanced Technology Laboratories (ATL) for analysis of total petroleum hydrocarbons as gasoline (TPHg) and as diesel (TPHd) using EPA Method 8015, VOCs using EPA Method 8260B, and semi-volatile organic compounds (SVOCs) using EPA Method 8270C. The groundwater monitoring well sample results are summarized in Table 1. The ATL analytical reports and chain-of-custody (COC) documentation for the groundwater monitoring well samples are presented as Appendix D.

We were not able to calculate the onsite groundwater flow direction because we do not have valid top of casing survey data for the existing monitoring wells. Information regarding groundwater flow direction in the vicinity of the Site was obtained from the California State Water Resources Control Board GeoTracker website (http://geotracker.waterboards.ca.gov). We reviewed the reported titled, *First Quarter 2008 Groundwater Monitoring Report, 444 East Taylor Street, San Jose, California*, dated February 5, 2008, prepared by Allterra Environmental, Inc. (Allterra Report). The 444 East Taylor Street service station is located across East Taylor Street, south of the site. The reported groundwater flow direction at the service station was toward the south-southwest. A copy of the "Groundwater Potentiometric Map for 1/21/08" (Allterra Report, Figure 3) is included as Appendix E. The approximate groundwater flow direction reported by Allterra is depicted on Figure 2.

Indoor Air Sampling

We used Summa canisters and flow control regulators prepared and provided by EMSL Analytical, Inc. (EMSL) to collect four indoor air samples from first floor suites at the 385/395 East Taylor Street building for an approximate 24-hour period from January 31 through February 1, 2006. The samples were submitted to EMSL for analysis of VOCs using EPA Method TO-15. The indoor air sample results are summarized in Table 2. The EMSL analytical report and COC documentation for the indoor air samples is presented as Appendix F.

Active Soil Gas, Soil, and Grab-Groundwater Sampling

On June 20 and 21, 2006, we coordinated with Vironex Environmental Field Services (Vironex) to use direct-push equipment to advance eleven soil borings for the collection of active soil gas, soil, and grab-groundwater samples at the Site. Soil borings SB1 and SB3 through SB9 were advanced in exterior parking and drive areas. Soil borings SB10 through SB12 were advanced in common hallways within the 725/775 North 10th Street building following concrete coring through the building foundation. Refusal conditions were encountered at soil boring SB2 and no samples were collected at this location. Approximate soil boring locations are shown on Figure 2.

We used Summa canisters and flow control regulators prepared and provided by Air Toxics Ltd (Air Toxics) to collect active soil gas samples from soil boring locations SB1, SB3, SB5, SB8, and SB10 through SB12. At each location, soil borings were advanced to 5 feet bgs and the direct-push rods were retracted to expose the sample screen. The annular space at the asphalt or concrete surface was then sealed with bentonite putty. A Summa canister sample train was then connected to the down-hole sample tubing. Bentonite putty was placed on each of the gas fittings of the sample train and absorbent media affixed to two of the sample train gas fittings as well as the annular seal. Isopropyl alcohol (used as a leak detector compound) was applied to the absorbent materials on the sample train, and an in-line vacuum canister was used to purge the sample train for approximately 10 minutes. Following purging, active soil gas samples were collected using in-line Summa canisters. Initial and final Summa canister vacuum levels were recorded during sampling. The active soil gas samples were submitted to Air Toxics for analysis of VOCs by EPA Method TO-15.

Following active soil gas sample collection, a second soil boring was advanced adjacent to the first borehole for collection of soil and grab-groundwater samples. One to three shallow soil samples were collected from each soil boring at depths ranging from two to six feet bgs. An additional soil sample was collected from soil boring SB3 at 18 feet bgs based on the results of field screening using a photo-ionization detector. Each soil boring was further advanced to a depth of approximately 25 feet bgs where grab-groundwater samples were collected. The soil and grab-groundwater samples were submitted to ATL for analysis of VOCs using EPA Method 8260B.

The active soil gas, soil, and grab-groundwater sample results are summarized in Tables 3, 4, and 5, respectively. The Air Toxics analytical report and COC documentation for the active soil gas samples is presented as Appendix G. The ATL analytical reports and COC documentation for soil and grab-groundwater samples are presented as Appendix H.

Please contact us if you have questions concerning our limited site investigation activities or if we may be of further service.

Sincerely,

GEOCON CONSULTANTS, INC.

Chris Giuntoli, REA
Senior Project Scientist

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PROFESSIONAL GEOLOGIST
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(1) Nathan King, SF-RWQCB

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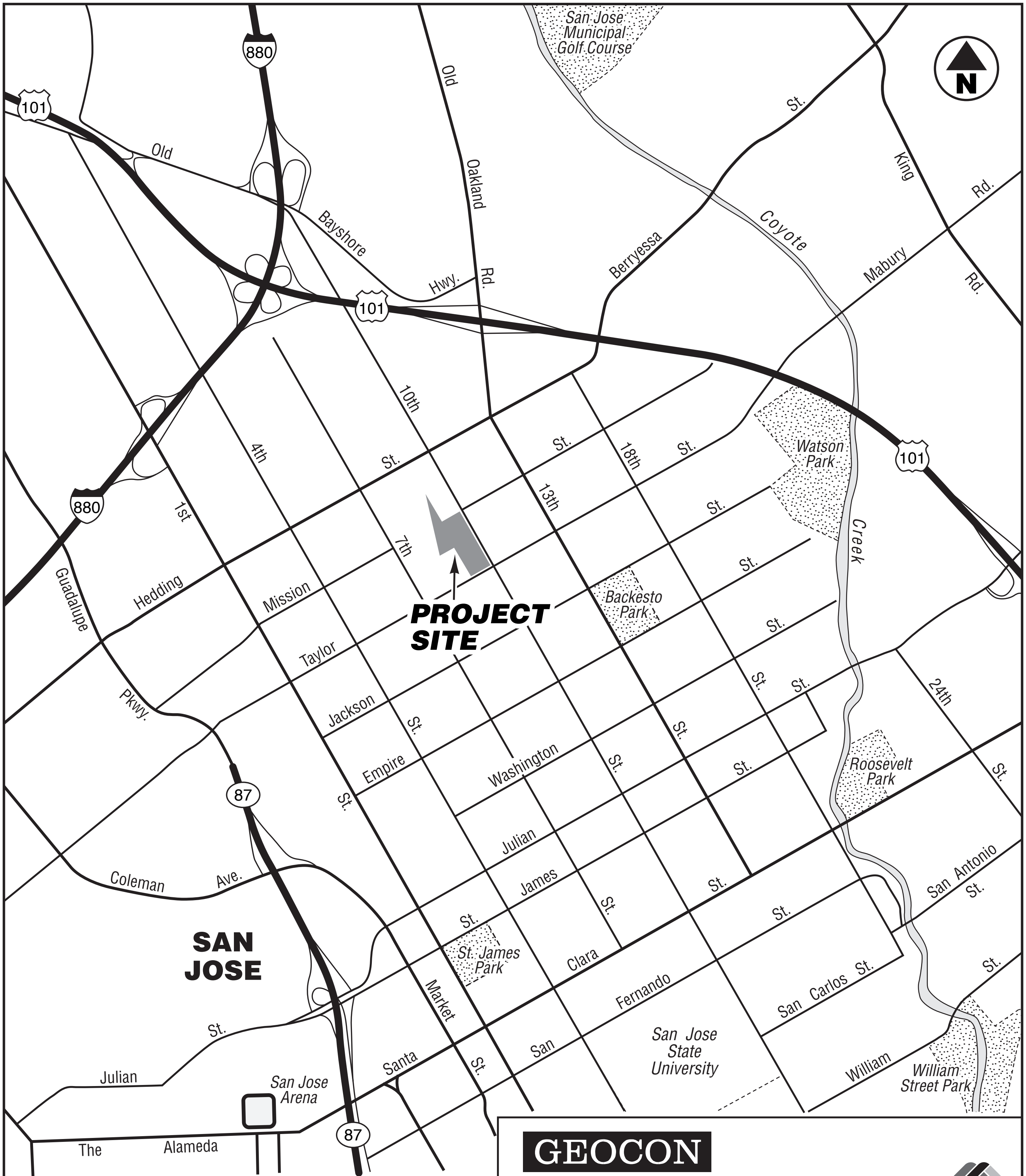

0 1/2

Scale in Miles

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Cannery Park II

San Jose,
California

VICINITY MAP

E8442-06-01	March 2008	Figure 1

LEGEND:

MW-13 Approximate Monitoring Well Location

SB12 Approximate Boring Location

385-100 Approximate Indoor Air Sample Location

1/08 Reported Groundwater Flow Direction and Date (444 East Taylor Street [Allterra, 2008])

0 100
Approx. Scale in Feet

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Cannery Park II

San Jose, California

SITE PLAN

E8442-06-01	March 2008	Figure 2

TABLE 1
Summary of Organic Results, Groundwater Samples
Cannery Park II
San Jose, California

Sample ID	Sample Da	TPHd (mg/	TPHg (mg/	FOCs (ug/l	SVOCs (ug	VOCs (ug/l
MW-3	30-Jan-06	<0.050	<0.050	ND	ND	ND
MW-4	30-Jan-06	**0.15**	**0.15**	ND	ND	**Trichlorofluoromethane = 1.2** **Isopropylbenzene = 0.50**
MW-5	30-Jan-06	<0.050	<0.050	ND	ND	**Chloroform = 3.9** **Bromodichloromethane = 0.80**
MW-6	30-Jan-06	<0.050	<0.050	ND	ND	**Trichlorofluoromethane = 7.7** **Trichloroethene = 2.5** **1,1-Dichloroethane = 1.6**
MW-7	30-Jan-06	<0.050	<0.050	ND	ND	ND
MW-8	20-Jan-06	<0.050	<0.050	ND	ND	**Trichlorofluoromethane = 2.3**
MW-9	20-Jan-06	<0.050	<0.050	ND	ND	**Trichlorofluoromethane = 0.86**
MW-13	20-Jan-06	<0.050	<0.050	ND	ND	**Trichlorofluoromethane = 1.9**

Notes:
TPHd = Total petroleum hydrocarbons as diesel
TPHg = Total petroleum hydrocarbons as gasoline
FOCs = Fuel oxygenate compounds
SVOCs = Semi-volatile organic compounds
VOCs = Volatile organic compounds
ND = Compounds not detected above their individual reporting limits
< = Analyte not detected above the laboratory reporting limit
mg/l = milligrams per liter
ug/l = micrigrams per liter

TABLE 2
Summary of VOC Results, Indoor Air Samples
Cannery Park II
San Jose, California

Sample ID	Location	Propylene	Freon 12 (Dichlorodifluoromethane)	Chloromethane	Ethanol	Isopropyl alcohol (2-Propanol)	Acetone	Carbon disulfide	Methylene Chloride	Methyl-tert-butyl ether	n-Hexane	2-Butanone	Ethyl acetate	Cyclohexane	n-Heptane	Benzene	4-Methyl-2-pentanone	Toluene	Ethylbenzene	Xylene - p & m	Xylene - o	Styrene	4-Ethyltoluene	1,3,5-Trimethylbenzene	1,2,4-Trimethylbenzene
385-100	Southeast interior 385 East Taylor (Building H)	<1.7	<2.5	1.0	43	1,200	42	<1.6	<5.2	<1.8	2.0	4.7	<1.8	<1.7	2.9	2.2	<2.0	20	2.9	11	4.1	<2.1	3.9	<2.5	4.2
385-110	East interior 385 East Taylor (Building H)	120	2.8	1.2	65	2,400	54	<1.6	23	<1.8	5.6	8.0	5.7	3.8	5.5	7.1	3.9	840	10	39	17	27	30	9.7	34
395-100	South interior 395 East Taylor (Building N)	110	<2.5	<1.0	57	2,100	52	6.0	5.2	8.6	14	<1.5	25	14	13	11	<2.0	660	18	61	24	5.8	19	6.1	22
395-110	North interior 395 East Taylor (Building N)	16	2.7	1.3	34	77	48	<1.6	<5.2	<1.8	1.8	4.3	2.0	4.9	3.2	2.0	<2.0	40	<2.2	7.0	2.6	<2.1	2.8	<2.5	3.2

Notes:
VOCs = Volatile organic compounds
Samples analyzed by Environmental Protection Agency Method TO-15
Results shown in micrograms per cubic meter (ug/m^3)

TABLE 3
Summary of VOC Results, Active Soil Gas Samples
Cannery Park II
San Jose, California

Sample ID	Sample Date	Benzene	Toluene	Tetrachloroethene	Trichloroethene	cis-1,2-Dichloroethen	trans-1,2-Dichloroeth	1,1-Dichloroethene	1,1-Dichloroethane	Vinyl Chloride	Carbon Disulfide	2-Butanone (MEK)	Hexane	Freon 12	1,3-Butadiene	Ethanol	Freon113	Acetone	1,1,1-Trichloroethane
SB1-SG-5	21-Jun-06	<360	<420	<760	**130,000**	<440	<440	<440	<450	<290	**770**	<330	<390	<550	<250	<840	<860	<1,100	<610
SB3-SG-5	21-Jun-06	<360	<430	**11,000**	**180,000**	**110,000**	**1,800**	<450	<460	<290	<360	**1,600**	<400	<570	<250	<860	<880	<1,100	<620
SB5-SG-5	21-Jun-06	<280	<340	**940**	**110,000**	**5,000**	<350	**970**	<360	**340**	<280	**390**	**340**	<440	<200	<670	<680	<850	<490
SB8-SG-5	20-Jun-06	<320	<380	**2,400**	**190,000**	<400	<400	<400	<410	<260	<310	<300	<360	<500	<220	<760	<770	<960	<550
SB10-SG-5	20-Jun-06	<460	<550	**2,800**	**150,000**	**1,400**	<580	<580	<590	<370	<450	<430	<510	<720	<320	<1,100	<1,100	<1,400	<790
SB11-SG-5	20-Jun-06	<170	<200	**1,600**	**86,000**	**500**	<210	<210	<210	<140	<160	<160	<190	<260	<120	<400	<410	<500	<290
SB12-SG-5	20-Jun-06	**3.8**	**4.4**	<7.5	**18**	**7.2**	<4.4	<4.4	<4.4	<2.8	<3.4	**11**	<3.9	**9.6**	**4.6**	**8.2J**	**12**	**38**	**22**

Notes:

Results are shown in micrograms per cubic meter (ug/m^3)

VOCs = Volatile organic compounds

< = Analyte not detected above the laboratory reporting limit

TABLE 4
Summary of VOC Results, Soil Samples
Cannery Park II
San Jose, California

Sample ID	Sample Date	Benzene	Toluene	Ethylbenzene	m,p-Xylene	o-Xylene	Tetrachloroethene	Trichloroethene	cis-1,2-Dichloroethen	trans-1,2-Dichloroeth	1,2-Dichloroethene	1,1-Dichloroethene	1,1-Dichloroethane	Vinyl Chloride	Methylene chloride	Other VOCs
SB1-2	21-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	**130**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	**6.3**	ND
SB1-4	21-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	**170**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	**5.2**	ND
SB1-6	21-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	**110**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	**5.7**	ND
SB3-2	21-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	**5.2**	**84**	**59**	<5.0	<5.0	<5.0	<5.0	<5.0	**5.5**	ND
SB3-4	21-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	**8.4**	**150**	**110**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	ND
SB3-6	21-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	**8.0**	**120**	**87**	<5.0	<5.0	<5.0	<5.0	<5.0	**5.3**	ND
SB3-18	21-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	**24**	**140**	**28**	<5.0	<5.0	<5.0	<5.0	<5.0	**6.7**	ND
SB4-4	21-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	**6.5**	ND
SB5-2	21-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	**12**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	**5.2**	ND
SB5-4	21-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	**67**	**5.7**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	ND
SB5-6	21-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	**130**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	ND
SB6-2	21-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	**170**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	ND
SB6-4	21-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	**150**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	ND
SB6-6	21-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	**97**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	ND

TABLE 4
Summary of VOC Results, Soil Samples
Cannery Park II
San Jose, California

Sample ID	Sample Date	Benzene	Toluene	Ethylbenzene	m,p-Xylene	o-Xylene	Tetrachloroethene	Trichloroethene	cis-1,2-Dichloroethen	trans-1,2-Dichloroeth	1,2-Dichloroethene	1,1-Dichloroethene	1,1-Dichloroethane	Vinyl Chloride	Methylene chloride	Other VOCs
SB7-4	20-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	**57**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	ND
SB8-2	20-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	**400**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	**5.9**	ND
SB8-4	20-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	**8.7**	**390**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	**7.1**	ND
SB8-6	20-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	**8.8**	**310**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	**5.6**	ND
SB9-4	20-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	**5.5**	ND
SB10-2	20-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	**120**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	ND
SB10-4	20-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	**100**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	ND
SB10-6	20-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	**31**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	ND
SB11-2	20-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	**58**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	ND
SB11-4	20-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	**54**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	ND
SB11-6	20-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	**76**	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	ND
SB12-2	20-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	**6.0**	ND
SB12-4	20-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	ND
SB12-6	20-Jun-06	<5.0	<5.0	<5.0	<10	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	<5.0	ND

Notes:

Results are shown in micrograms per kilogram (ug/kg)

VOCs = Volatile organic compounds

< = Analyte not detected above the laboratory reporting limit

ND = Compounds not detected above their respective analytical reporting limits

TABLE 5
Summary of VOC Results, Grab-Groundwater Samples
Cannery Park II
San Jose, California

Sample ID	Sample Date	Benzene	Toluene	Ethylbenzene	m,p-Xylene	o-Xylene	Tetrachloroethene	Trichloroethene	cis-1,2-Dichloroethen	trans-1,2-Dichloroeth	1,2-Dichloroethane	1,1-Dichloroethene	1,1-Dichloroethane	Vinyl Chloride	Chloromethane	Chloroform	Methylene chloride	Other VOCs
SB1-GW-25	21-Jun-06	<0.50	<0.50	<0.50	<1.0	<0.50	<0.50	**14**	<0.50	<0.50	<0.50	**0.55**	**2.4**	<0.50	<0.50	<0.50	<0.50	<0.50
SB3-GW-25	21-Jun-06	<0.50	<0.50	<0.50	<1.0	<0.50	**23**	**320**	**210**	**2.3**	<0.50	**1.4**	**4.9**	**5.8**	<0.50	<0.50	<0.50	<0.50
SB4-GW-25	21-Jun-06	<0.50	<0.50	<0.50	<1.0	<0.50	**0.75**	**350**	**420**	**3.0**	**2.1**	**2.1**	**1.6**	**12**	<0.50	<0.50	<0.50	<0.50
SB5-GW-25	21-Jun-06	<0.50	<0.50	<0.50	<1.0	<0.50	**7.4**	**1,300**	**65**	**1.6**	<0.50	**1.8**	**2.5**	**0.55**	**0.50**	**1.5**	<0.50	<0.50
SB6-GW-25	21-Jun-06	<0.50	<0.50	<0.50	<1.0	<0.50	<0.50	**430**	**58**	**0.71**	**1.6**	**0.61**	**0.99**	<0.50	<0.50	<0.50	<0.50	<0.50
SB7-GW-25	20-Jun-06	<0.50	<0.50	<0.50	<1.0	<0.50	<0.50	**820**	**45**	**2.6**	**1.3**	**3.5**	**0.91**	**2.4**	<0.50	**0.60**	<0.50	<0.50
SB8-GW-25	20-Jun-06	<0.50	**0.52**	<0.50	<1.0	<0.50	**2.2**	**51**	<0.50	<0.50	<0.50	<0.50	<0.50	<0.50	<0.50	<0.50	<0.50	<0.50
SB9-GW-25	20-Jun-06	<0.50	<0.50	<0.50	<1.0	<0.50	**0.93**	**70**	**0.99**	<0.50	<0.50	<0.50	<0.50	<0.50	<0.50	<0.50	<0.50	<0.50
SB10-GW-25	20-Jun-06	<0.50	**4.3**	<0.50	**1.5**	**0.51**	**11**	**640**	**42**	**0.70**	<0.50	**0.96**	**2.2**	<0.50	<0.50	**0.68**	<0.50	<0.50
SB11-GW-25	20-Jun-06	<0.50	**2.5**	<0.50	<1.0	<0.50	**2.2**	**120**	**62**	**5.8**	**1.7**	**0.65**	**0.59**	**1.2**	<0.50	<0.50	<0.50	<0.50
SB12-GW-25	20-Jun-06	<0.50	**2.3**	<0.50	<1.0	<0.50	<0.50	<0.50	<0.50	<0.50	<0.50	<0.50	<0.50	<0.50	<0.50	<0.50	<0.50	<0.50

Notes:
Results are shown in micrograms per liter (ug/l)
VOCs = Volatile organic compounds
< = Analyte not detected above the laboratory reporting limit
ND = Compounds not detected above their respective analytical reporting limits

APPENDIX F
NOISE ASSESSMENT

CANNERY PARK I AND II PROJECT ENVIRONMENTAL NOISE ASSESSMENT SAN JOSE, CALIFORNIA

July 23, 2008

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INTRODUCTION

This report presents the results of the environmental noise assessment of the mixed-use project proposed northwest of the North 10th Street and East Taylor Street intersection in San Jose, California. The project would construct four-story residential buildings over a podium level parking garage, a restaurant, and private open space. The Setting section of this report presents the fundamentals of environmental noise and vibration, provides a discussion of policies and standards applicable to the project, and presents the results of noise and vibration measurements made at the project site. The Impacts and Mitigation Measures section of the report summarizes future noise level calculations and provides an evaluation of the significance of impacts resulting from the project. Mitigation measures are presented to reduce potentially significant impacts to less-than-significant levels.

SETTING

Fundamentals of Environmental Noise

Noise is defined as unwanted sound. Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in decibels (dB) with 0 dB corresponding roughly to the threshold of hearing. Decibels and other technical terms are defined in Table 1.

Most of the sounds that we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. The method commonly used to quantify environmental sounds consists of evaluating all of the frequencies of a sound in accordance with a weighting that reflects the facts that human hearing is less sensitive at low frequencies and extreme high frequencies than in the frequency mid-range. This is called "A" weighting, and the decibel level so measured is called the A-weighted sound level (dBA). In practice, the level of a sound source is conveniently measured using a sound level meter that includes an electrical filter corresponding to the A-weighting curve. Typical A-weighted levels measured in the environment and in industry are shown in Table 2 for different types of noise.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources which create a relatively steady background noise in which no particular source is identifiable. To describe the time-varying character of environmental noise, the statistical noise descriptors, L_{01}, L_{10}, L_{50}, and L_{90}, are commonly used. They are the A-weighted noise levels equaled or exceeded during 1%, 10%, 50%, and 90% of a stated time period. A single number descriptor called the L_{eq} is also widely used. The L_{eq} is the average A-weighted noise level during a stated period of time.

In determining the daily level of environmental noise, it is important to account for the difference in response of people to daytime and nighttime noises. During the nighttime, exterior background noises are generally lower than the daytime levels. However, most household noise

also decreases at night and exterior noise becomes very noticeable. Further, most people sleep at night and are very sensitive to noise intrusion. To account for human sensitivity to nighttime noise levels, a descriptor, DNL (day/night average sound level), was developed. The DNL divides the 24-hour day into the daytime of 7:00 AM to 10:00 PM and the nighttime of 10:00 PM to 7:00 AM. The nighttime noise level is weighted 10 dB higher than the daytime noise level. The Community Noise Equivalent Level (CNEL) is another 24-hour average which includes both an evening and nighttime weighting.

Fundamentals of Groundborne Vibration

Railroad operations are potential sources of substantial ground vibration depending on distance, the type and the speed of trains, and the type of railroad track. People's response to ground vibration has been correlated best with the velocity of the ground. The velocity of the ground is expressed on the decibel scale. The reference velocity is 1×10^{-6} in./sec. RMS, which equals 0 VdB, and 1 in./sec. equals 120 VdB. Although not a universally accepted notation, the abbreviation "VdB" is used in this document for vibration decibels to reduce the potential for confusion with sound decibels.

Typical background vibration levels in residential areas are usually 50 VdB or lower, well below the threshold of perception for most humans. Perceptible vibration levels inside residences are attributed to the operation of heating and air conditioning systems, door slams and foot traffic. Construction activities, train operations, and street traffic are some of the most common external sources of vibration that can be perceptible inside residences. Table 3 illustrates some common sources of vibration and the association to human perception or the potential for structural damage.

One of the problems with developing suitable criteria for groundborne vibration is the limited research into human response to vibration and more importantly human annoyance inside buildings. However, experience with rapid transit systems over the last few decades has developed rational vibration limits that can be used to evaluate human annoyance to groundborne vibration. These criteria are primarily based on experience with passenger train operations, such as rapid transit and commuter rail systems. The main difference between passenger and freight operations is the time duration of individual events; a passenger train lasts few seconds whereas a long freight train may last several minutes, depending on speed and length. Although these criteria are based on shorter duration events reflected by passenger trains, they are also used in this assessment to evaluate the potential of vibration annoyance resulting from freight trains.

Table 1 Definitions of Acoustical Terms Used in this Report

Term	Definitions
Decibel, dB	A unit describing, the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, Leq	The average A-weighted noise level during the measurement period.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Table 2 Typical Noise Levels in the Environment

Common Outdoor Noise Source	Noise Level (dBA)	Common Indoor Noise Source
	120 dBA	
Jet fly-over at 300 meters		Rock concert
	110 dBA	
Pile driver at 20 meters	100 dBA	
		Night club with live music
	90 dBA	
Large truck pass by at 15 meters		
	80 dBA	Noisy restaurant
		Garbage disposal at 1 meter
Gas lawn mower at 30 meters	70 dBA	Vacuum cleaner at 3 meters
Commercial/Urban area daytime		Normal speech at 1 meter
Suburban expressway at 90 meters	60 dBA	
Suburban daytime		Active office environment
	50 dBA	
Urban area nighttime		Quiet office environment
	40 dBA	
Suburban nighttime		
Quiet rural areas	30 dBA	Library
		Quiet bedroom at night
Wilderness area	20 dBA	
Most quiet remote areas	10 dBA	Quiet recording studio
Threshold of human hearing		Threshold of human hearing
	0 dBA	

Table 3 Typical Levels of Groundborne Vibration

Human/Structural Response	Velocity Level, VdB (re 1µinch/sec, RMS)	Typical Events (50 –foot setback)
Threshold, minor cosmetic damage	100	Blasting, pile driving, vibratory compaction equipment
		Heavy tracked vehicles (Bulldozers, cranes, drill rigs)
Difficulty with tasks such as reading a video or computer screen	90	
		Commuter rail, upper range
Residential annoyance, infrequent events	80	Rapid transit, upper range
Residential annoyance, frequent events		Commuter rail, typical Bus or truck over bump or on rough roads
	70	Rapid transit, typical
Approximate human threshold of perception to vibration		Buses, trucks and heavy street traffic
	60	
		Background vibration in residential settings in the absence of activity
Lower limit for equipment ultra-sensitive to vibration	50	

Source: Illingworth & Rodkin, Inc. and U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006,FTA-VA-90-1003-06.

Regulatory Criteria - Noise

The State of California, Santa Clara County, and the City of San Jose have established plans and policies designed to limit noise exposure at noise sensitive land uses. These plans and policies are contained in the following documents: (1) the State CEQA Guidelines, Appendix G, (2) the California Building Code, (3) the Santa Clara County Airport Land Use Commission's Land Use Plan, and (4) the City of San Jose Noise Element of the General Plan.

State CEQA Guidelines. The California Environmental Quality Act (CEQA) contains guidelines to evaluate the significance of effects of environmental noise attributable to a proposed project. CEQA asks whether the proposed project would result in:

(a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

(b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;

(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;

(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

(e) For a project located within an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, if the project would expose people residing or working in the project area to excessive noise levels;

(f) For a project within the vicinity of a private airstrip, if the project would expose people residing or working in the project area to excessive noise levels.

Of these guidelines, items (a), (b), (c), (d), and (e) are applicable to the proposed project. Guideline (f) is not applicable because the project is not located in the vicinity of a private airstrip.

CEQA does not define what noise level increase would be considered substantial. Typically, project-generated noise level increases of 3 dBA DNL or greater would be considered significant where exterior noise levels would exceed the normally acceptable noise level standard (60 dBA DNL). Where noise levels would remain below the normally acceptable noise level standard with the project, noise level increases of 5 dBA DNL or greater would be considered significant.

2007 California Building Code. Multi-family housing in the State of California is subject to the environmental noise limits set forth in the 2007 California Building Code (Chapter 12, Appendix Section 1207.11.2). The noise limit is a maximum interior noise level of 45 dBA DNL. Where exterior noise levels exceed 60 dBA DNL, a report must be submitted with the building plans describing the noise control measures that have been incorporated into the design of the project to meet the noise limit.

Santa Clara County Airport Land Use Commission Land Use Plan. The Santa Clara County Airport land Use Commission has adopted a Land Use Compatibility Chart (not shown) for projects within the vicinity of Mineta San Jose International Airport. The chart indicates that residential land uses are compatible in noise environments less than 65 dBA CNEL.

City of San Jose General Plan. The Noise Element of the City of San Jose's 2020 Plan identifies noise and land use compatibility standards for various land uses. The City's goal is to, "...minimize the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies."

Residential land uses are considered "satisfactory" up to 60 dBA DNL as the short-range exterior noise quality level, and 55 dBA DNL as the long-range exterior noise quality level. The guidelines state that where the exterior DNL is above the "satisfactory" limit (between 60 and 70 dBA DNL), and the project requires a full EIR, an acoustical analysis should be made indicating the amount of attenuation necessary to maintain an indoor level of less than or equal to 45 dBA DNL (consistent with the State Building Code). Noise levels exceeding 70 dBA DNL require that new development would only be permitted if uses are entirely indoors and the building design limits interior levels to less than or equal to 45 dBA DNL. Outside activity areas should be permitted if site planning and noise barriers result in levels of 60 dBA DNL or less.

Policy 1. The City's acceptable noise level objectives are 55 dBA DNL as the long-range exterior noise quality level, 60 dBA DNL as the short-range exterior noise quality level, 45 dBA DNL as the interior noise quality level, and 76 dBA DNL as the maximum exterior noise level necessary to avoid significant adverse health effects. These objectives are established for the City, recognizing that the attainment of exterior noise quality levels in the environs of the San Jose International Airport, the Downtown Core Area, and along major roadways may not be achieved in the time frame of this Plan. To achieve the noise objectives, the City should require appropriate site and building design, building construction and noise attenuation techniques in new residential development.

Policy 9. Construction operations should use available noise suppression devices and techniques.

Policy 11. When located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses, non-residential land uses should mitigate noise generation to meet the 55 dBA DNL guideline at the property line.

The General Plan sets forth the following urban design policies regarding sound attenuation along city streets:

Policy 18. To the extent feasible, sound attenuation for development along city streets should be accomplished through the use of landscaping, setback, and building design rather than the use of sound attenuation walls. Where sound attenuation walls are deemed necessary, landscaping and an aesthetically pleasing design shall be used to minimize visual impact.

Policy 21. To promote safety and to minimize noise impacts in residential and working environments, development which is proposed adjacent to railroad lines should be designed to provide the maximum separation between the rail line and dwelling units, yards or common open space areas, offices, and other job locations, facilities for the storage of toxic or explosive materials and the like. To the extent possible, areas of development closest to an adjacent railroad line should be devoted to parking lots, public streets, peripheral landscaping, the storage of non-hazardous materials, and so forth.

Regulatory Criteria - Vibration

The City of San Jose has not identified quantifiable vibration limits that can be used to evaluate the compatibility of land uses with respect to vibration levels generated by railroad trains. Although there are no local standards that control the allowable vibration in a new residential development, the U.S. Department of Transportation has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects.[1] The Federal Transit Administration (FTA) has proposed vibration impact criteria, based on maximum overall levels for a single event. The impact criteria for groundborne vibration are shown in Table 4. Note that there are criteria for frequent events (more than 70 events of the same source per day), occasional events (30 to 70 vibration events of the same source per day), and infrequent events (less than 30 vibration events of the same source per day).

[1]U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006, FTA-VA-90-1003-06.

TABLE 4 Groundborne Vibration Impact Criteria

Land Use Category	Groundborne Vibration Impact Levels (VdB re 1 µinch/sec, RMS)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1 Buildings where vibration would interfere with interior operations.	65 VdB[4]	65 VdB[4]	65 VdB[4]
Category 2 Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
Category 3 Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB

Notes:

1. "Frequent Events" is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.
2. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.
3. "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.
4. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration sensitive manufacturing or research should always require detailed evaluation to define the acceptable vibration levels. Ensuring low vibration levels in a building requires special design of HVAC systems and stiffened floors.

Source: U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006, FTA-VA-90-1003-06.

Existing Noise Environment

The Cannery Park I and II project is located northwest of the intersection of East Taylor Street and North 10th Street in San Jose, California. The project site is bordered by residential, commercial, and industrial uses, with the Union Pacific Railroad bordering the northwest portion of the site. The nearest noise sensitive uses are located to the west across the Union Pacific Railroad, along North 10th Street, south of East Taylor Street, and a block east of the site along North 11th Street. The existing noise environment results primarily from traffic on North 10th Street and East Taylor Street, with occasional noise generated by railroad movements and aircraft flying over the site.

A noise monitoring survey was conducted from June 25, 2008 to June 27, 2008 to quantify the existing noise environment at the project site and in the project vicinity. The noise monitoring survey included three long-term noise measurements (LT-1,LT-2, LT-3), and one short-term

measurement (ST-1), as shown in Appendix 1. Appendix 2 summarized the data collected at the long-term noise measurement sites.

Long-term noise measurement LT-1 was located on the site's southernmost property line, approximately 25 feet from the center of East Taylor Street and about 12 feet above the surrounding ground. Noise levels measured at this site were primarily the result of vehicular traffic along East Taylor Street. Hourly average noise levels typically ranged from 65 to 72 dBA L_{eq} during the day, and from 54 to 69 dBA L_{eq} at night. The calculated day-night average noise level at this location was 71 dBA DNL on June, 26, 2008.

Long-term noise measurement location LT-2 was at the western edge of the property, adjacent to the Union Pacific Railroad. The primary noise sources at this location were distant traffic, railroad trains and aircraft, and truck activities in the existing parking lot. Hourly average noise levels typically ranged from 52 to 64 dBA L_{eq} during the day, and from 45 to 62 dBA L_{eq} at night. The calculated day-night average noise level at this location was 62 dBA DNL.

Long-term noise measurement LT-3 was made in the center of the project site, adjacent to the existing Gordon Biersch Brewery. The primary noise sources at this location were distant traffic, railroad trains, and truck and vehicle activities in the existing parking lot. Hourly average noise levels typically ranged from 52 to 62 dBA L_{eq} during the day, and from 47 to 58 dBA L_{eq} at night. The calculated day-night average noise level at this location was 62 dBA DNL.

Short-term noise measurement location ST-1 was approximately 30 feet from the center of North 10th Street, north of East Taylor Street. The ten-minute average noise level during this time period was 63 dBA L_{eq}. Table 5 summarizes the results of this measurement.

CNEL Noise Aircraft noise levels at the project site were established based on the 2007 Quarterly 65 Contour Maps prepared by Mineta San Jose International Airport. Aircraft generate noise levels less than 60 dBA CNEL at the site.

Table 5 – Summary of Short-Term Noise Measurement Data

Noise Measurement Location	L_{max}	$L_{(1)}$	$L_{(10)}$	$L_{(50)}$	$L_{(90)}$	L_{eq}	L_{dn}
ST-1: ~30 feet from the center of North 10th Street (6/27/2008, 11:10-11:20)	76	72	67	56	51	63	70
Note: L_{dn} approximated by correlating to corresponding period at long-term site.							

Existing Vibration Environment

Vibration measurements were made on Friday June 27, 2008. The instrumentation used to make the measurements included a Sony Digital Audio Tape Recorder (DAT) and seismic grade, low noise accelerometers firmly fixed to the ground. This system is capable of accurately measuring

very low vibration levels. Vibration levels were measured at ground level and were representative of the levels that would enter a building's foundation.

Vibration measurements were taken at two setbacks from the Union Pacific Railroad line. Position V-1 was approximately 40 feet from the center of the railroad tracks and Position V-2 was 80 feet from the center of the railroad tracks, as shown in Appendix 1. The two different setbacks were used to develop a drop-off rate for ground vibration with distance. Vibration levels were only measured in the vertical axis because ground vibration is typically most dominant on this axis these data are adequate in characterizing the exposure of the site to vibration from railroad trains.

Vibration levels generated by two southbound and one northbound freight train passbys were measured. Trains were observed to travel slowly in the vicinity of the site at a speed of approximately 10 to 19 mph. Vibration levels measured at each measurement position during train passby events are summarized in Table 6. Vibration levels ranged from approximately 77 to 83 VdB at a distance of 40 feet from the tracks and 69 to 77 VdB at 80 feet from the tracks.

TABLE 6 Results of Vibration Measurements

Event	Maximum Vibration Level (VdB re 1µinch/sec, RMS)		Comments
	Position V-1	Position V-2	
SB Freight (9:08 a.m.)	83 VdB	77 VdB	10 mph
NB Freight (10:48 a.m.)	81 VdB	69 VdB	19 mph
SB Freight (10:57 a.m.)	77 VdB	71 VdB	12 mph

Notes:

Position V-1 - 40 feet from the center of the UPRR
Position V-2 - 80 feet from the center of the UPRR
RMS – root-mean-square

PROJECT IMPACT AND MITIGATION MEASURES

Significance Criteria

- A significant impact would be identified for a proposed land use if it would be exposed to noise levels exceeding the City's established guidelines for noise and land use compatibility. For the proposed project, a significant impact would be identified if noise-sensitive receivers proposed by the project would be exposed to noise levels exceeding the City's established guidelines for "satisfactory" noise and land use compatibility.

- A significant noise impact would result if the project would locate vibration sensitive land uses in areas where vibration levels from freight trains or commuter

trains exceeds 80 VdB for "infrequent" vibration events (less than 30 events of the same source per day).

- According to CEQA, a significant noise impact would result if noise levels increase substantially at existing noise-sensitive land uses (e.g., residences) as a result of the project. A substantial increase to noise levels would occur if the project resulted in an increase of 3 dBA DNL or greater at noise-sensitive land uses where noise levels already exceed 60 dBA DNL.

- Significant noise impacts would result from construction if noise levels were sufficiently high to interfere with speech, sleep, or normal residential activities. Construction-related hourly average noise levels received at noise-sensitive land uses exceeding 60 dBA $L_{eq(hr)}$, and at least 5 dBA above the ambient, would be considered significant if the noise-generating construction affected the noise environment at a sensitive receiver for more than one year.

- A significant noise impact would occur if the project located noise sensitive land uses where noise levels exceeded the applicable standards of the Santa Clara County ALUC.

Impact 1: **Noise and Land Use Compatibility.** Future residential uses developed at the project site would be exposed to exterior noise levels greater than 60 dBA DNL, which exceeds the noise and land use compatibility standards presented in the City of Jose's General Plan. Interior noise levels would be expected to exceed 45 dBA DNL without the incorporation of noise insulation features into the project's design. **This is a significant impact.**

Multi-family residential units proposed by the project would be located adjacent to North 10th Street, East Taylor Street and the railroad where existing noise levels currently exceed the City's acceptable noise level standards. The future environment at the site would continue to result primarily from vehicular traffic along North 10th Street, East Taylor Street, and railroad trains. As the site vicinity redevelops with planned residential uses, local commercial and industrial noises would become a less significant source of community noise.

Future noise levels are calculated to range from about 63 dBA DNL nearest the railroad to about 70 dBA DNL at the facades of residential buildings proposed along East Taylor Street (approximately 45 feet from the center of the roadway) and from about 69 dBA DNL at the facades of residential buildings proposed along North 10th Street (approximately 45 feet from the center of the roadway). The general development plan shows the common open space areas within courtyards that would be well shielded from North 10th Street, East Taylor Street and the railroad. Exterior noise levels would be expected to be less than 60 dBA DNL in the shielded common use areas.

Future noise levels at the project site would require that residential units be designed to control interior noise levels to 45 dBA DNL or less. Standard residential construction provides

approximately 15 dBA of exterior to interior noise reduction assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Where exterior day-night average noise levels are 65 dBA DNL or less, interior noise level can typically be maintained below City standards (45 dBA DNL) with the incorporation of forced air mechanical ventilation systems in residential units. These systems allow the occupant the option of controlling noise by maintaining the windows shut. Where noise levels exceed 65 dBA DNL, forced-air mechanical ventilation systems and sound-rated building elements are normally required.

To achieve the necessary noise reduction to meet the requirements of the State Building Code and the City of San Jose's interior noise standard, some form of forced air mechanical ventilation, satisfactory to the local building official, would be required at units with direct line-of-sight to North 10th Street, East Taylor Street or the railroad. Given the anticipated exterior noise level at first-row residential units proposed along North 10th Street and East Taylor Street, it may also be necessary to provide sound-rated windows and doors to maintain interior noise levels at or below 45 dBA DNL. Interior noise levels would vary depending on the design of the building (relative window area to wall area) and construction materials and methods. An acoustical analysis should be prepared during detailed design of the project and submitted to the building department prior to the issuance of a building permit. This analysis should describe the noise insulation features that have been included in the design of the project to maintain interior noise levels at acceptable levels. Preliminary calculations indicate that the incorporation of a suitable form of mechanical ventilation system and moderate performance sound-rated windows (STC 28-30) would be sufficient to achieve the interior noise level standard at units with the highest projected exterior noise exposure.

Mitigation Measures:

The following mitigation measures shall be included in the project to reduce the impact to a less-than-significant level:

- When refining the project's site plan, continue to locate noise-sensitive outdoor use areas away from adjacent noise sources. Shield noise-sensitive spaces with buildings or noise barriers whenever possible.

- Project-specific acoustical analyses are required so that the design of the residential units will be sufficient to adequately reduce interior noise levels to 45 dBA DNL or lower. Building sound insulation requirements would need to include the provision of forced-air mechanical ventilation for all new units with direct line to significant transportation noise sources in the project vicinity, so that windows could be kept closed at the occupant's discretion to control noise. Special building sound insulation treatments may be required. These treatments would include, but are not limited to, sound rated windows and doors, sound rated wall constructions, acoustical caulking, protected ventilation openings, etc. Preliminary calculations indicated that residential units would require sound rated windows and doors with ratings ranging from STC 28-30 to assure that the 45 dBA DNL indoor standard is met. The specific determination of what treatments are necessary would be

determined on a unit-by-unit basis. The results of the analysis, conducted during the design phase of the project, including the description of the necessary noise control treatments to achieve acceptable noise levels inside the living units, shall be submitted to the City along with the building plans and approved prior to issuance of a building permit. The State Building Code mandates this procedure.

Impact 2: **Groundborne Vibration.** Residential land uses are proposed approximately 30 feet from railroad tracks located to the west. Vibration levels generated by railroad trains may on occasion exceed 80 VdB. **This is a significant impact.**

Railroad trains are a source of groundborne vibration when receivers are located close to the tracks. The U.S. Department of Transportation has developed vibration impact assessment criteria for evaluating vibration impacts associated with rapid transit projects.[2] The criterion for groundborne vibration impacts is 80 VdB for infrequent events (less than 30 events per day). Based on the measured vibration data, the nearest residential units would be exposed to vibration levels of about 79 to 85 VdB at a distance of 30 feet assuming similar travel speeds throughout the corridor. Vibration levels may exceed the U.S. Department of Transportation's vibration assessment criteria at the nearest residential units to the Union Pacific Railroad. This is a significant impact.

Mitigation Measures:

The following mitigation measures shall be included in the project to reduce the impact to a less-than-significant level.

- Located proposed residential structures no closer than 55 feet from the edge of the railroad track.

- Alternatively, residential structures located closer than 55 feet from the edge of the railroad track would require completion of an additional, comprehensive, vibration study of the building design that demonstrates that railroad train vibration levels would be adequately reduced at primary living spaces. Proper support of foundation systems for residential structures should be considered and building design should avoid resonant frequencies that coincide with primary frequencies of train-generated ground vibration (10 Hz and 20 Hz). Vibration isolation of buildings has been recently considered for residential applications.

Impact 3: **Off-Site Project-Generated Traffic Noise.** The proposed project will generate an increase in traffic volumes along area roadways. The calculated increase in traffic would not result in a substantial increase in traffic noise at nearby receivers. **This is a less-than-significant impact.**

2 U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, FTA-VA-90-1003-06, May 2006.

A review of the project's traffic study indicates that the proposed project will generate a slight increase in vehicular traffic on the local roadway network. The addition of project traffic would increase noise levels by less than 1 dBA DNL at receivers along roadway segments experiencing future project trips. Increases of less than 1 dBA DNL are not measurable and are not considered substantial. This is a less-than-significant impact.

Mitigation Measures: None Required

Impact 4: **Cumulative Project-Generated Traffic Noise.** The proposed project would not substantially contribute to cumulative noise levels anticipated with the build-out of General Plan. **This is a less-than-significant impact.**

Traffic noise levels along roadways serving the project site vicinity will increase by 1 to 3 dBA DNL under cumulative plus project conditions. The project's contribution to cumulative noise level increases would be less than 1 dBA DNL. This increase in noise would not be substantial. The project would not make a cumulatively considerable contribution to increased noise levels resulting from the build-out of the area. **This is a less-than-significant impact.**

Impact 5: **Construction Noise.** The project site is bordered by residential land uses to the west, east and south. Noise generated by construction activities at the site would not be expected to adversely affect adjacent land uses provided standard construction noise controls are implemented at the site and the cumulative duration of significant noise-producing activities is limited to one year or less. **This is a less-than-significant impact with the incorporation of mitigation.**

Construction activities generate considerable amounts of noise. Construction-related noise levels are normally highest during the demolition phase and during the construction of project infrastructure. These phases of construction require heavy equipment that normally generates the highest noise levels over extended periods of time. Typical hourly average construction generated noise levels are about 81 to 88 dBA L_{eq} measured at a distance of 50 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.) Construction-related noise levels are normally less during building erection, finishing, and landscaping phases. There would be variations in construction noise levels on a day-to-day basis depending on the actual activities occurring at the site. Construction generated noise levels drop off at a rate of about 6 dBA per doubling of distance between the source and receptor. The nearest existing residential receivers are about 80 feet from the project site. Hourly average noise levels would range from 77 to 84 dBA L_{eq} during the busiest construction periods along the perimeter of the site. Shielding by barriers or buildings would provide an additional 5 to 10 decibels of attenuation at distant receptors.

Noise impacts resulting form construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive receptors. Construction noise impacts primarily occur when construction activities occur during noise-sensitive times of the day (early

morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise sensitive land uses, or when construction durations last over extended periods of time. Where noise from construction activities exceeds 60 dBA L_{eq} and exceeds the ambient noise environment by at least 5 dBA L_{eq} at noise-sensitive uses in the project vicinity for a period greater than one year, the impact would be considered significant.

Demolition, grading, and the construction of project infrastructure would be completed first. Residential units would then be constructed. The project would be built in approximately 12 months. As construction moves away from the noise-sensitive receptors, or indoors, noise levels generated by heavy construction will lower. Noise generated by demolition, grading, infrastructure improvements and the construction of units nearest the perimeter of the project site would not be expected to exceed ambient noise levels at receivers to the east, south, and west by more than 5 dBA L_{eq} for a period of greater than one year.

Significant noise impacts do not normally occur when standard construction noise control measures are enforced at the project site and when the duration of the noise generating construction period at a particular receiver or group of receivers is limited to one construction season (typically one year) or less. Construction noises associated with projects of this type are disturbances that are necessary for the construction or repair of buildings and structures in urban areas. Reasonable regulation of the hours of construction, as well as regulation of the arrival and operation of heavy equipment and the delivery of construction material, are necessary to protect the health and safety of persons, promote the general welfare of the community, and maintain the quality of life.

The following standard controls are assumed to be included in the project:

- Noise-generating activities at the construction site or in areas adjacent to the construction site associated with the project in any way should be restricted to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction activities should occur Sundays or holidays.

- Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

- Locate stationary noise generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.

- Utilize "quiet" air compressors and other stationery noise sources where technology exists.

- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with the adjacent noise sensitive facilities so that construction activities can be scheduled to minimize noise disturbance.

- Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

With the incorporation of these standards measures, the noise impact resulting from project construction would be considered less-than-significant.

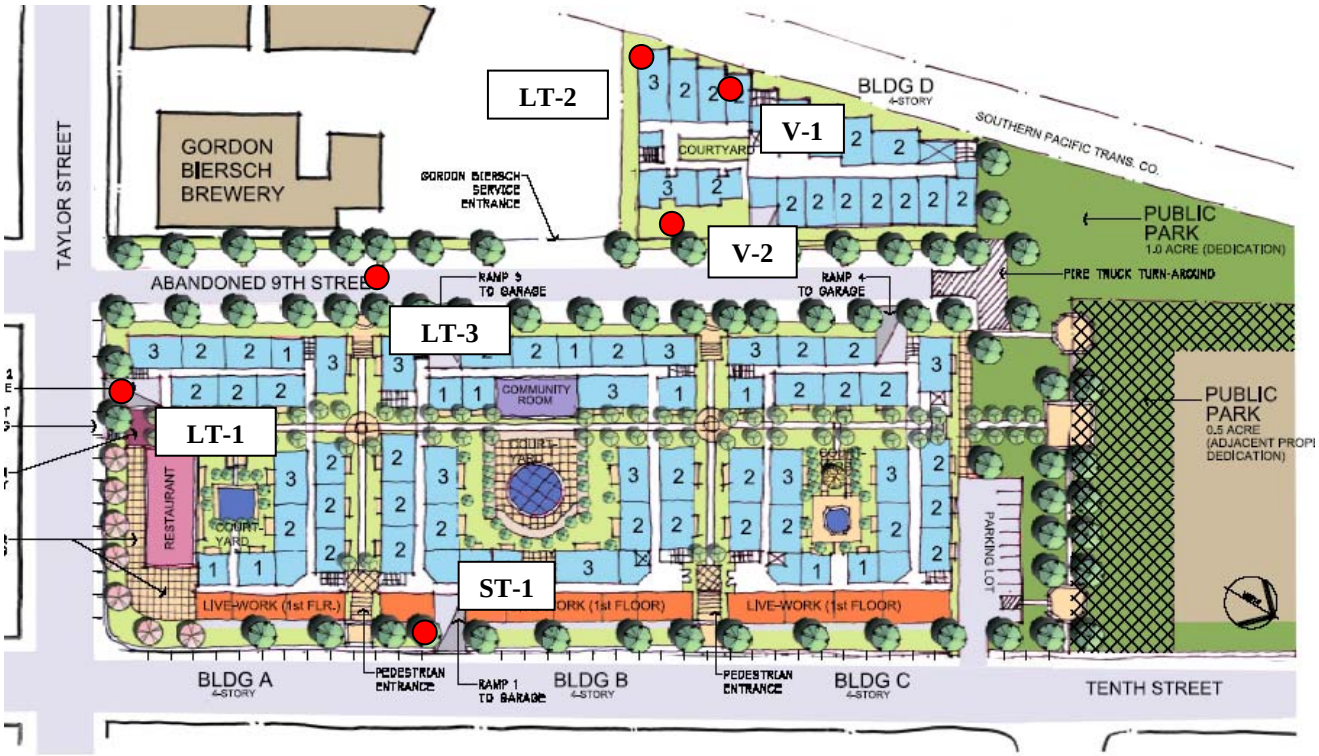
Mitigation Measures: **No additional measures are required.**

Impact 6: **Noise and Land Use Compatibility (Aircraft).** Residential uses developed at the project site would be located in a compatible noise environment with respect to noise generated by aircraft. **This is a less-than-significant impact.**

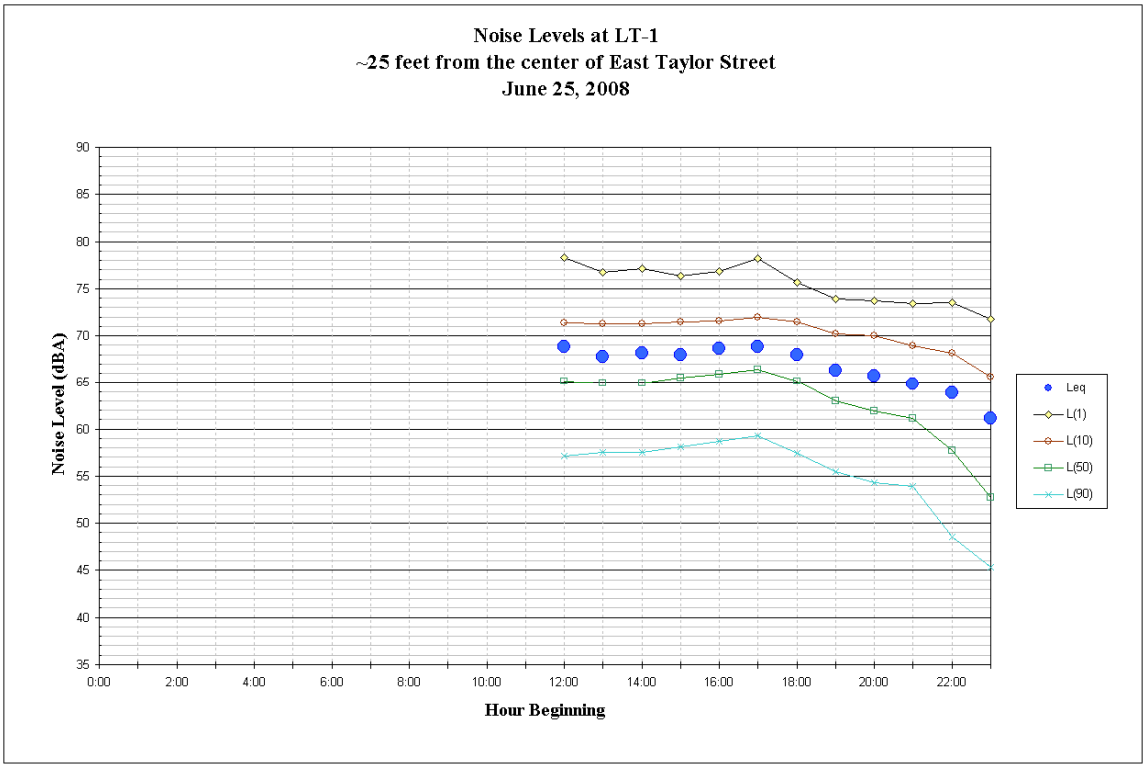
Aircraft operations associated with Mineta San Jose International Airport are audible at the project site as aircraft approach or depart the airport. A review of the 65 CNEL noise contour map established by the Santa Clara County ALUC indicates that the project site is located outside of the future Mineta San Jose International Airport 65 CNEL noise contour. Residential land uses proposed in exterior noise environments of 65 CNEL or less are considered compatible with aircraft noise by the Santa Clara County ALUC. Mitigation identified in impact 1 will ensure interior noise levels from aircraft are 45 dBA DNL or less.

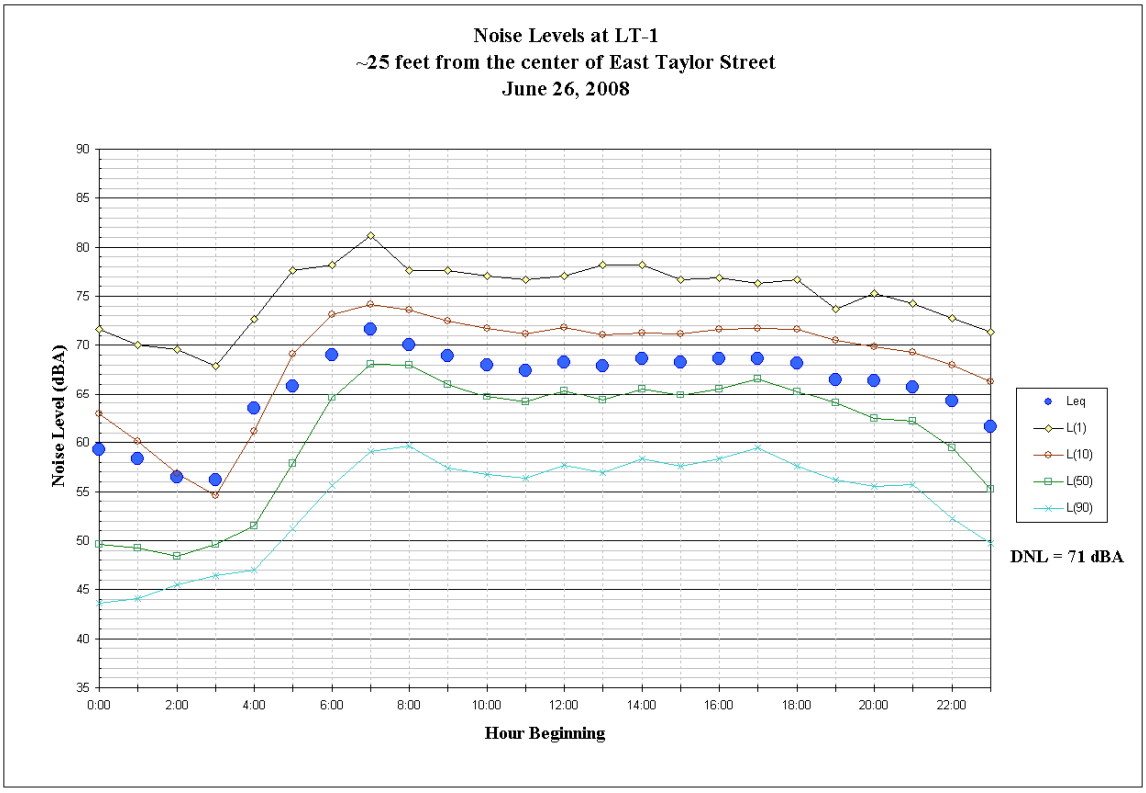
Mitigation Measures: **None Required.**

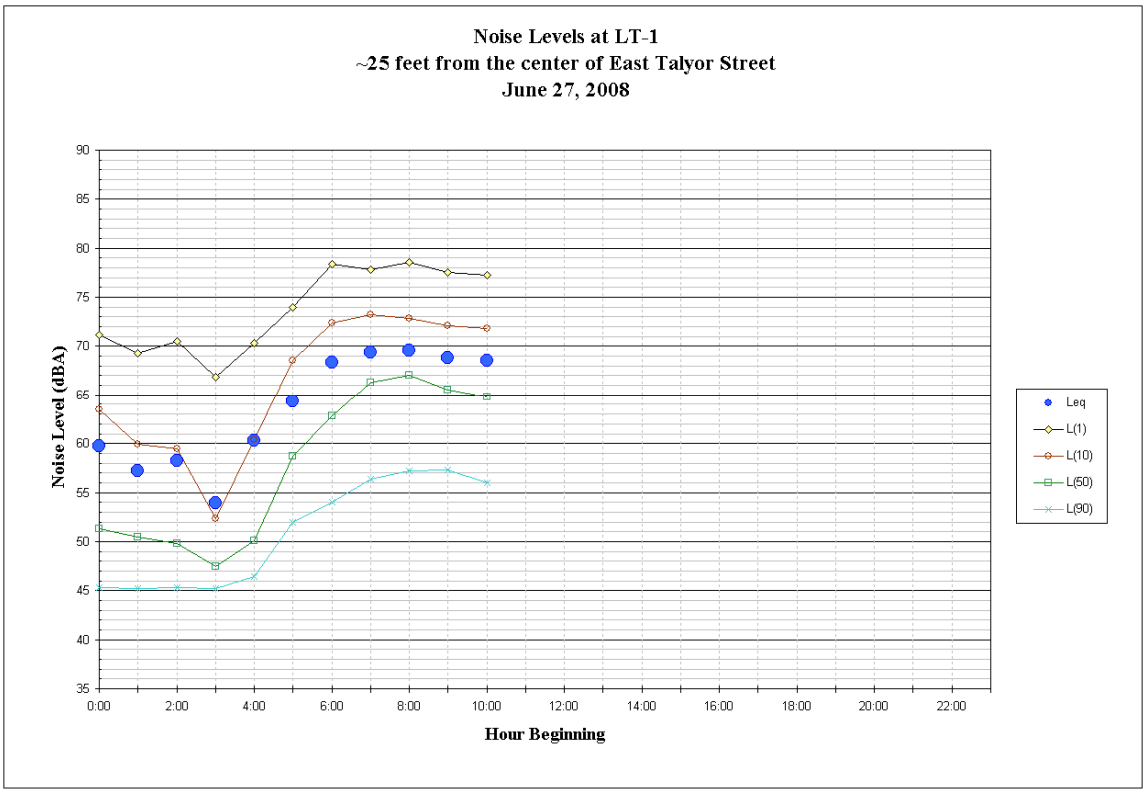
Appendix 1: Noise and Vibration Measurement Locations

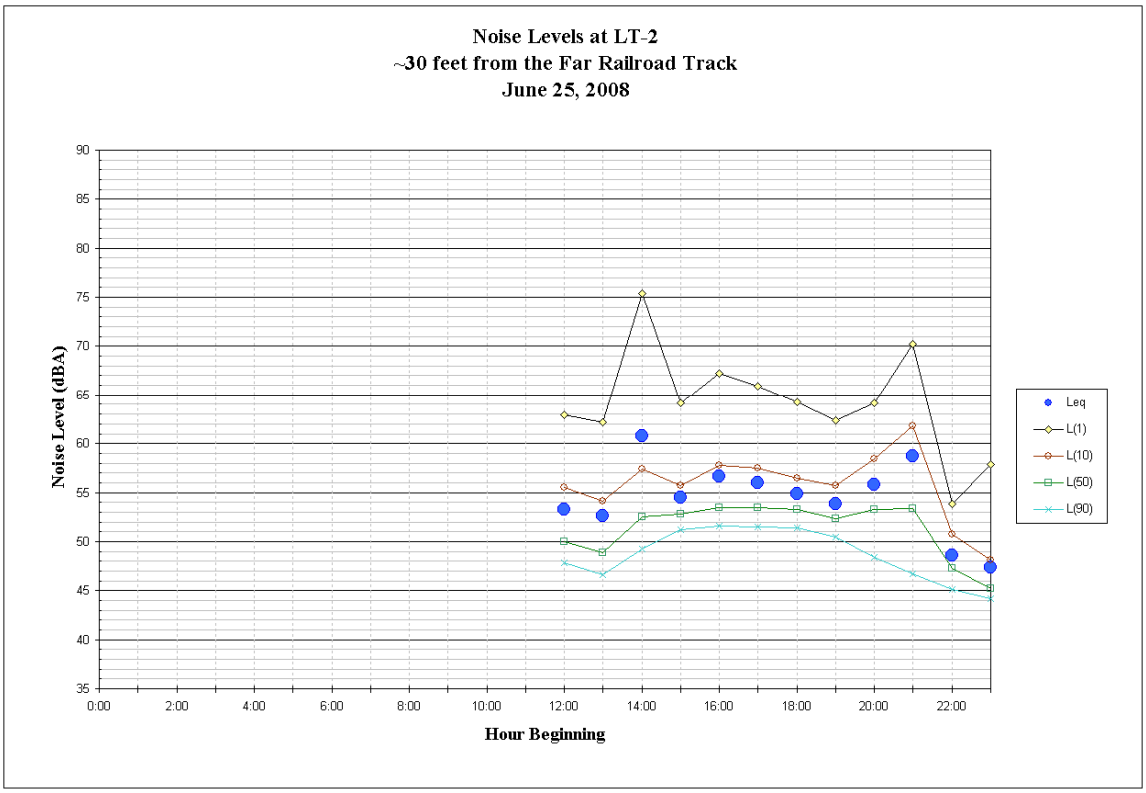


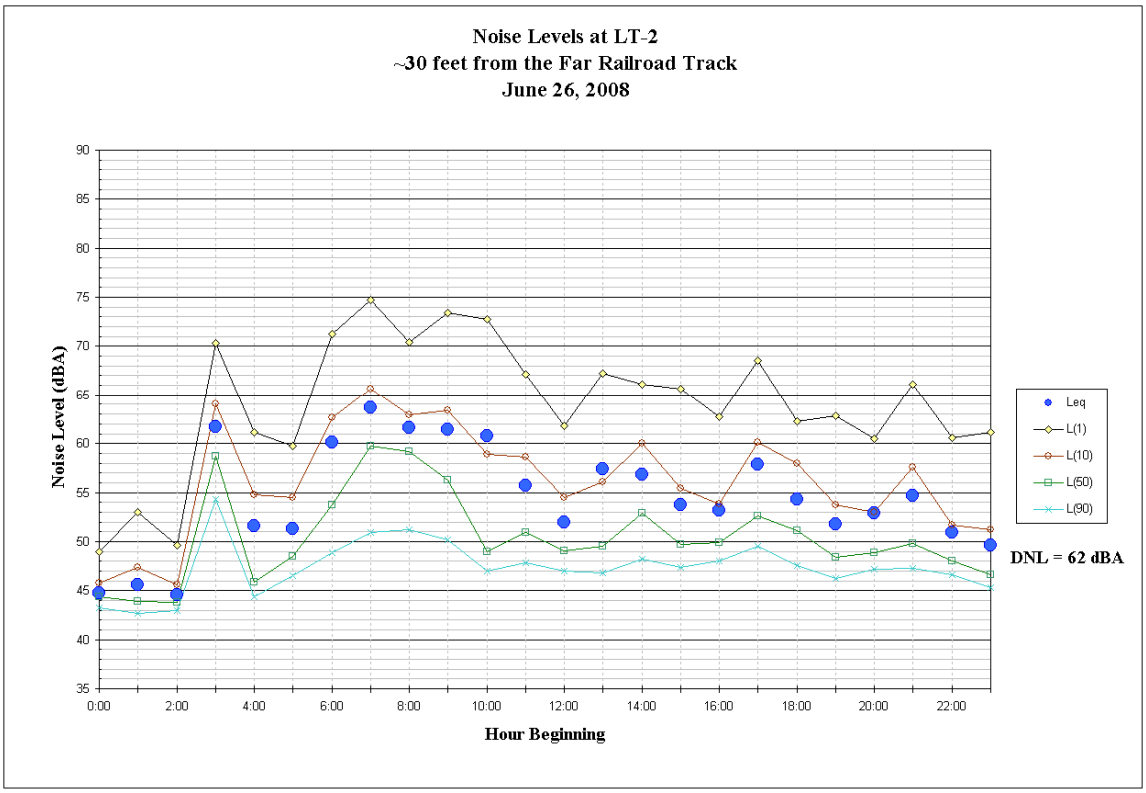
Appendix 2: Daily Trend in Noise Levels

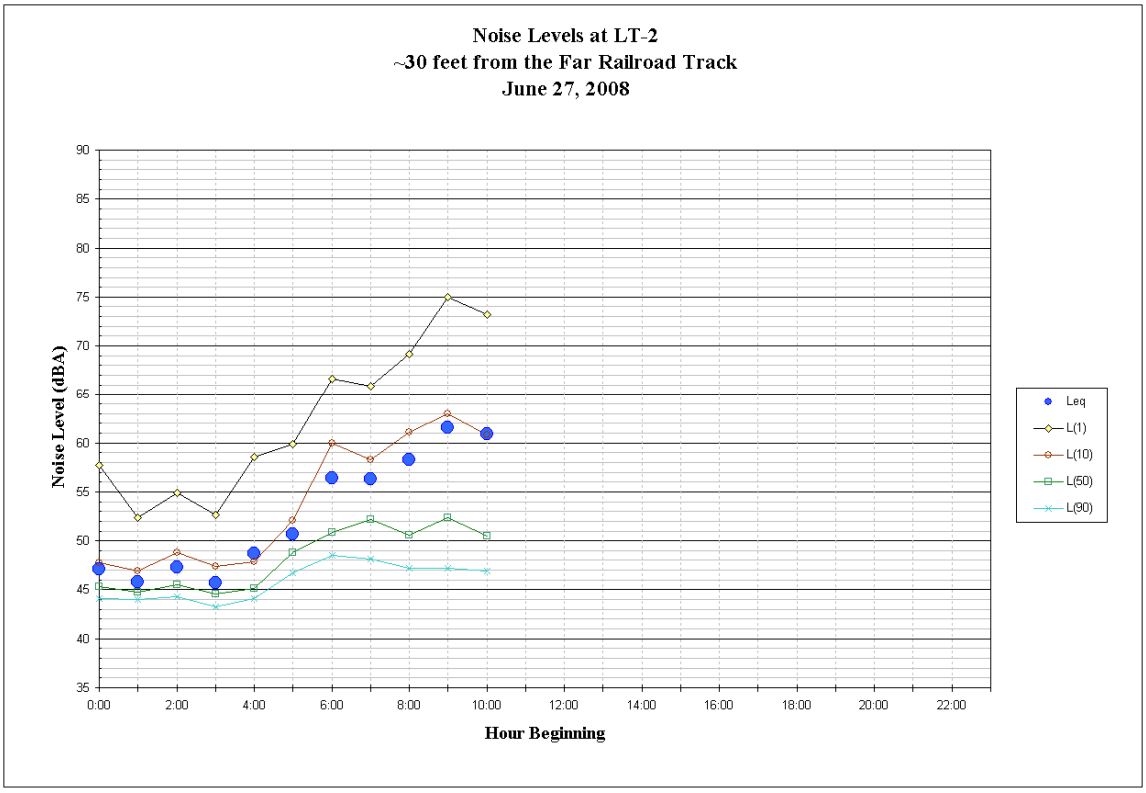


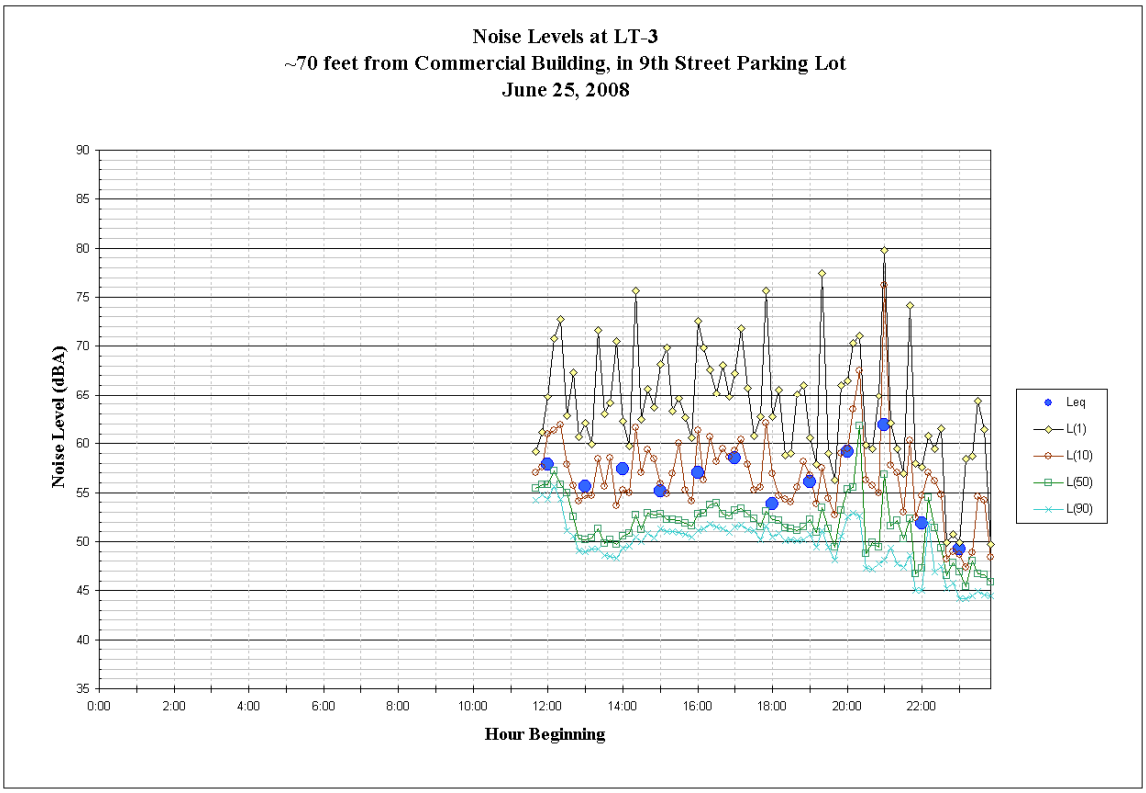


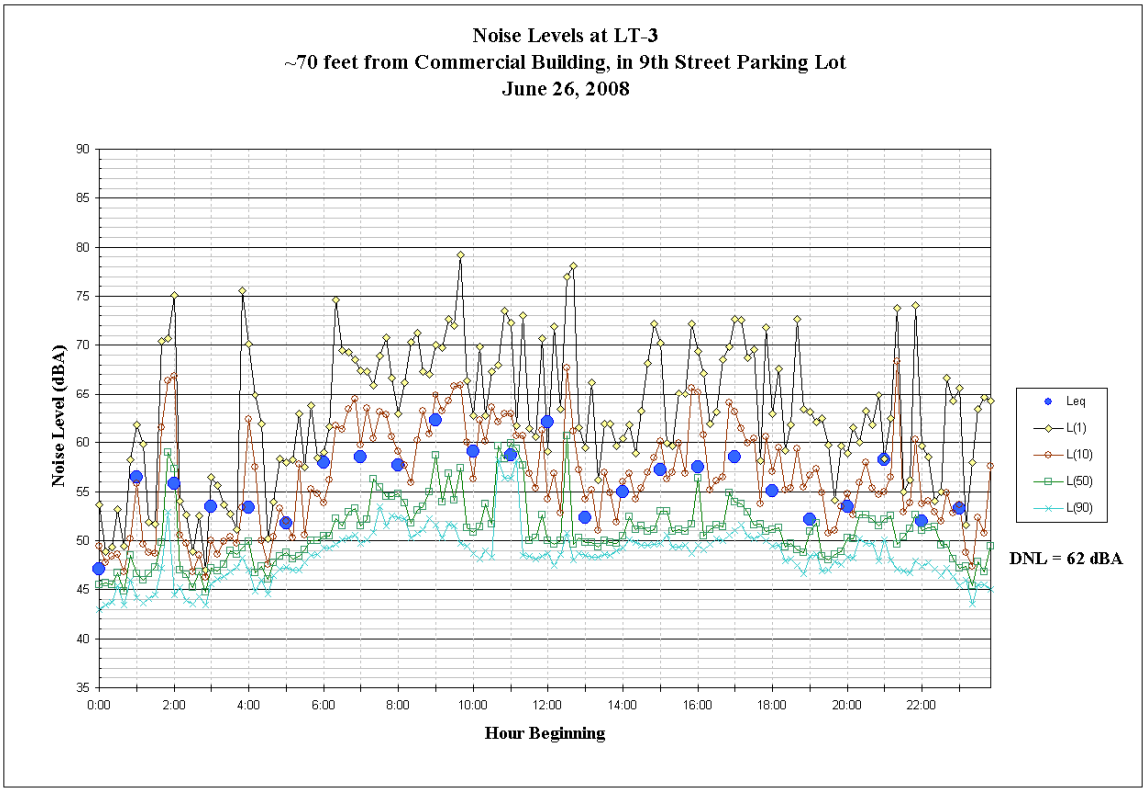

Noise Levels at LT-1
~25 feet from the center of East Talyor Street
June 27, 2008
Noise Level (dBA)
Hour Beginning
Leq
L(1)
L(10)
L(50)
L(90)

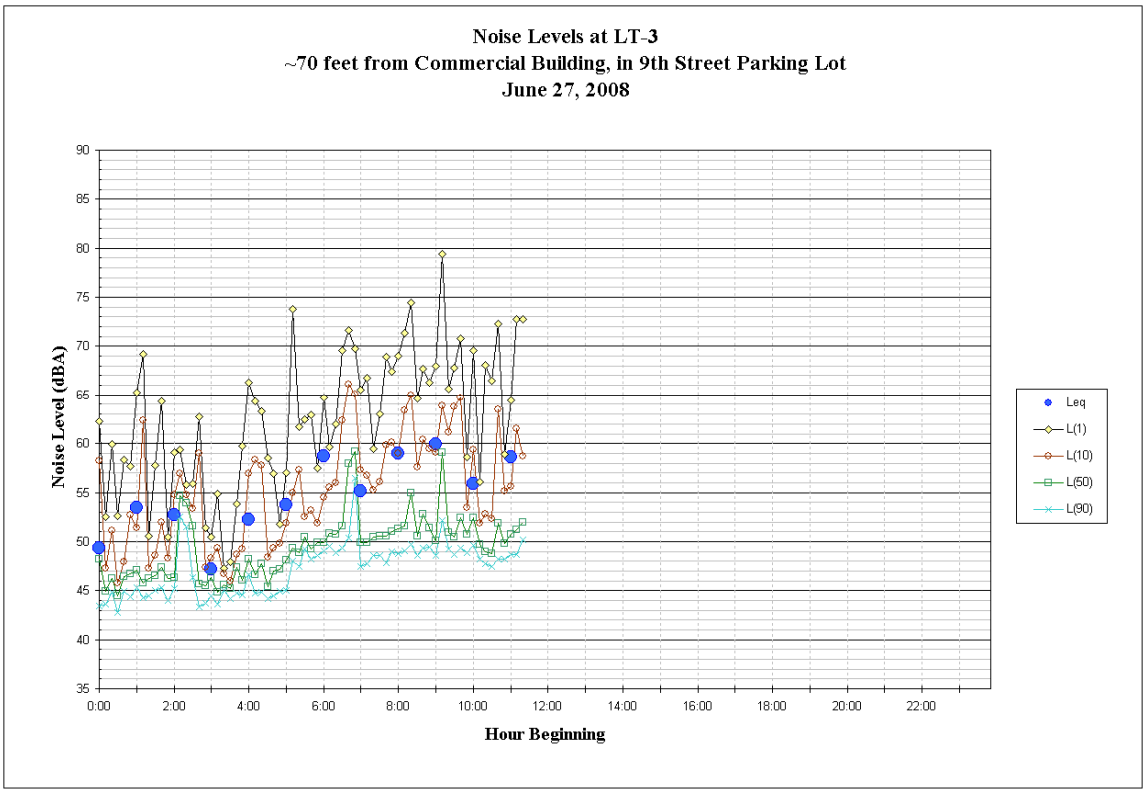

Noise Levels at LT-2
~30 feet from the Far Railroad Track
June 25, 2008
Noise Level (dBA)
Hour Beginning
Leq
L(1)
L(10)
L(50)
L(90)


Noise Levels at LT-2
~30 feet from the Far Railroad Track
June 26, 2008
Noise Level (dBA)
Hour Beginning
Leq
L(1)
L(10)
L(50)
L(90)
DNL = 62 dBA


Noise Levels at LT-2
~30 feet from the Far Railroad Track
June 27, 2008
Noise Level (dBA)
Hour Beginning
Leq
L(1)
L(10)
L(50)
L(90)


Noise Levels at LT-3
~70 feet from Commercial Building, in 9th Street Parking Lot
June 25, 2008
Noise Level (dBA)
Hour Beginning
Leq
L(1)
L(10)
L(50)
L(90)


Noise Levels at LT-3
~70 feet from Commercial Building, in 9th Street Parking Lot
June 26, 2008
Noise Level (dBA)
Hour Beginning
Leq
L(1)
L(10)
L(50)
L(90)
DNL = 62 dBA


Noise Levels at LT-3
~70 feet from Commercial Building, in 9th Street Parking Lot
June 27, 2008
Noise Level (dBA)
90
85
80
75
70
65
60
55
50
45
40
35
0:00
2:00
4:00
6:00
8:00
10:00
12:00
14:00
16:00
18:00
20:00
22:00
Hour Beginning
Leq
L(1)
L(10)
L(50)
L(90)

APPENDIX G
TRAFFIC IMPACT ANALYSIS

Cannery Park Residential Mixed-Use Development

Transportation Impact Analysis

Prepared for:

Denise Duffy & Associates, Inc.

Prepared by:

HEXAGON TRANSPORTATION CONSULTANTS, INC.

September 30, 2010

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BJ, SO
CanneryPark_TIA_30Sept2010.doc

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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 site located on the northwest corner of the intersection of North Tenth Street and Taylor Street in the Japantown area of San Jose, California. An abandoned segment of North Ninth Street intersects the property north of Taylor Street. The 8.74-acre site is generally bordered by Taylor Street on the south, North Tenth Street on the east, an adjoining property on the north, and the Southern Pacific Railroad line on the west. The adjacent Gordon Biersch Brewery will remain. The project as proposed would consist of constructing 318 market rate condominiums, 71 affordable senior housing units, a 5,500 square-foot (s.f.) restaurant, 14 live/work units, and 8,500 s.f. of artist studios. Parking for all of the proposed uses would be provided on-site. Vehicle access to and from the project site would be provided via North Tenth Street and Taylor Street.

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.

The traffic study includes an analysis of AM and PM peak hour traffic conditions for twenty-two signalized intersections, seventeen freeway segments, and one unsignalized intersection in the vicinity of the project site. Significant traffic impacts due to the project were determined based on AM and PM peak hour levels of service for the signalized intersections and freeway segments. The peak hour signal warrant was checked for the unsignalized intersection of North Ninth Street and Taylor Street 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 intersections. Project impacts on other transportation modes, such as bicycle facilities and transit service, were determined on the basis of engineering judgment.

Project Trip Generation

Based on the trip rates recommended in the *San Jose Traffic Impact Analysis Handbook*, August 2008, the project would generate 3,213 gross daily vehicle trips, with 297 gross trips occurring during the AM peak hour and 325 gross trips occurring during the PM peak hour.

The proposed Cannery Park residential mixed-use development project would replace a menagerie of uses currently on the site, including a beer plant (brewery), warehouse uses, print shops, artist studios, glass shops, offices, paint shops, manufacturing, a drapery shop, a produce store, and auto body shops. Since the project would replace existing commercial uses, 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 trip distribution pattern associated with the existing commercial uses is different than the residential component of the proposed mixed-use development. Thus, the trips generated by the existing uses were subtracted from the roadway network based on the site's current trip distribution pattern. The peak hour trips generated by the existing commercial uses were obtained from driveway counts conducted in April of 2008.

Per CMP guidelines, a 13 percent mixed-use trip reduction was applied to account for internalization of trips due to the interaction between the residential uses and the restaurant. A transit reduction was not applied to the residential component of the project, however, since the project site would not be located within 2,000 feet of an LRT station or a major bus depot.

After applying the appropriate trip reductions and existing trip credits, the project would generate 1,321 net new daily trips, with 190 net new trips occurring during the AM peak hour and 136 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 40 additional inbound and 150 additional outbound trips during the AM peak hour, and 121 additional inbound and 15 additional outbound trips during the PM peak hour than the current commercial uses on the site.

Project Trip Distribution and Assignment

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. Two separate trip distribution patterns were applied to the land uses of the site: Residential and Commercial. The commercial trip distribution pattern was applied to the proposed restaurant and commercial component of the live/work units, and to the existing commercial uses on site.

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 restaurant, artist studios, and commercial component of the live/work units primarily would serve residents of Japantown and the surrounding neighborhoods only. Thus, no project trips related to the restaurant or commercial component of the live/work units were assigned to and from the freeways. As previously discussed, the trips generated by the existing uses were subtracted from the roadway network based on the commercial trip distribution pattern prior to assigning project trips.

Significant Project Impacts

Intersection Level of Service Analysis

Table ES-1 summarizes the results of the intersection level of service analysis under project conditions. The results show that, measured against the City of San Jose (CSJ) and CMP level of service impact criteria, five study intersections would be significantly impacted by the project:

North First Street and Taylor Street (PM peak hour) – CSJ Impact
North Tenth Street and Hedding Street (AM and PM peak hours) – CSJ Impact
North Eleventh Street and Taylor Street (AM peak hour) – CSJ Impact
Oakland Road and US 101 Southbound Ramps (PM peak hour) – CSJ and CMP Impact
North Thirteenth Street and Hedding Street (AM peak hour) – CSJ Impact

North First Street and Taylor Street

Impact: This intersection would operate at 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 2.1 percent (more than 0.5 percent). Based on the City of San Jose level of service impact criteria for protected intersections, this constitutes a significant project impact.

Mitigation: Protected Intersection Traffic Impact Fee

North Tenth Street and Hedding Street

Impact: This intersection would operate at LOS E during both the AM and PM peak hours under background conditions, and the added trips as a result of the project would cause the V/C ratio to increase by 0.9 percent during the AM peak hour and 1.5 percent during the PM peak hour (more than 0.5 percent in both cases). Based on the City of San Jose level of service impact criteria for protected intersections, this constitutes a significant project impact.

Mitigation: Protected Intersection Traffic Impact Fee

North Eleventh Street and Taylor Street

Impact: This intersection would operate at LOS F 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 2.2 percent (more than 0.5 percent). Based on the City of San Jose level of service impact criteria for protected intersections, this constitutes a significant project impact.

Mitigation: Protected Intersection Traffic Impact Fee

Oakland Road and US 101 Southbound Ramps

Impact: This intersection would operate at LOS F during the PM peak hour under background conditions, and the added trips as a result of the project would cause the average critical delay to increase by 6.4 seconds (more than four seconds) and the V/C ratio to increase by 1.5 percent (more than one percent). Based on the City of San Jose and CMP level of service impact criteria, this constitutes a significant project impact.

Mitigation: Participation in the US 101/Oakland/Mabury TDP Traffic Impact Fee Program

North Thirteenth Street and Hedding Street

Impact: This intersection would operate at 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 1.0 percent (more than 0.5 percent). Based on the City of San Jose level of service impact criteria for protected intersections, this constitutes a significant project impact.

Mitigation: Protected Intersection Traffic Impact Fee

Protected Intersection Impact Requirements

The impacted study intersections of North First Street/Taylor Street, North Tenth Street/Hedding Street, North Eleventh Street/Taylor Street, and North Thirteenth Street/Hedding 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 on other transportation modes (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 is projected to have significant traffic impacts at a designated Protected Intersection, the project is not required in that particular instance to provide further vehicular capacity-enhancing improvements to the protected intersection in order for the City to find project conformance with the General Plan. Instead, the project may be found to be in conformance with the General Plan and 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 located within the area affected by the project’s vehicular traffic impacts.

The improvements made to the Citywide transportation system may include enhancements to pedestrian, bicycle, and transit facilities, as well as neighborhood traffic calming measures and other roadway improvements. The City typically 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. The applicant must submit improvement plans to the City of San Jose Department of Public Works for review and approval. Community outreach should occur in conjunction with the project review and approval process. Specific improvements can be finalized during the subsequent planning permit stages.

The LOS Policy has established that the value of off-setting improvements should be equal to $2,000 per net peak hour project trip for one protected intersection impact and $3,000 per net peak hour project trip for multiple protected intersection impacts to fund alternative transportation improvements. 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. Since the project impacts four protected intersections, the estimated project cost is $3,000 times 190 AM peak hour trips, plus a 3.5 percent annual cost escalation adjustment.

Estimated Protected Intersection Traffic Impact Fee: $3,000 x 190 AM peak hour trips = $570,000

If an applicant for a project found to have a significant impact on one or more protected intersections chooses not to construct other transportation system improvements, the other alternative method available for finding that project consistent with the General Plan would be to reduce the size of the proposed project, such that it would no longer result in a significant impact to any protected intersection. If an applicant chooses not to implement other transportation system improvements, or to reduce the project size in order to eliminate the significant LOS impact at the protected intersection, then the project could not be found to be consistent with the City's General Plan and could not be approved. In this instance, the project would have a significant unavoidable CEQA impact with no possibility for overriding considerations.

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, which are due primarily 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 result of the City Council's approval of the US 101/Oakland/Mabury TDP is a change to the normal sequence of events, allowing 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. As part of the new Policy, a fee to fund the planned interchange improvements has been adopted. Any project that would add traffic to the US 101/Oakland Road interchange is 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 is based on the number of PM peak hour vehicular trips that would be added to the US 101/ Oakland Road interchange.

Since the proposed Cannery Park residential mixed-use development project would send some PM peak hour trips through the US 101/Oakland Road interchange, the project would be required to pay a fair share contribution toward the planned interchange improvements. Payment of the TDP traffic impact fee also would serve as mitigation for the project, since the project would result in a significant impact at the Oakland Road/US 101 Southbound Ramps study intersection. The TDP traffic impact fee is $30,000 per each new PM peak hour vehicle trip that would be added to the US 101/Oakland Road interchange. The project would be required to pay the traffic impact fee prior to Public Works clearance.

Estimated US 101/Oakland/Mabury TDP Impact Fee: $30,000 x 49 PM peak hour trips = $1,470,000

Freeway Segment Level of Service Analysis

The results of the CMP freeway level of service analysis show that the project would not cause a significant increase in traffic volumes (more than one percent of freeway capacity) on any of the study freeway segments.

Other Transportation Issues

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

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	Cumulative Avg. Delay	Cumulative LOS
1	SR 87 and Taylor St	AM	31.6	C	51.2	D	53.0	D	3.8	0.011	55.4	E
		PM	30.1	C	41.8	D	42.5	D	1.4	0.005	43.6	D
2	San Pedro St and Taylor St	AM	40.8	D	40.6	D	40.4	D	-0.1	0.012	40.3	D
		PM	39.3	D	39.6	D	39.6	D	0.2	0.007	40.0	D
3	N First St and I-880 SB Ramps (CMP)	AM	17.4	B	42.3	D	42.9	D	1.0	0.003	57.9	E
		PM	16.5	B	19.1	B	19.2	B	0.1	0.003	23.9	C
4	N First St and I-880 NB Ramps (CMP)	AM	17.1	B	23.9	C	24.1	C	0.3	0.007	28.5	C
		PM	12.5	B	15.9	B	15.9	B	0.0	0.004	17.6	B
5	N First St and Hedding St	AM	34.7	C	36.5	D	36.8	D	0.4	0.012	38.0	D
		PM	36.0	D	37.7	D	37.8	D	0.3	0.011	38.8	D
6	N First St and Taylor St (P)	AM	47.9	D	53.1	D	53.9	D	1.3	0.020	60.8	E
		PM	62.9	E	96.4	F	**103.0**	**F**	**5.1**	**0.021**	151.5	F
7	N Fourth St and Hedding St (P)	AM	35.3	D	40.1	D	40.0	D	-0.1	0.004	41.9	D
		PM	39.7	D	44.8	D	44.8	D	0.1	0.004	47.8	D
8	N Fourth St and Taylor St	AM	34.0	C	36.9	D	37.5	D	3.2	0.021	42.2	D
		PM	26.5	C	30.1	C	30.5	C	0.7	0.028	37.8	D
9	N Seventh St and Hedding St	AM	13.0	B	14.2	B	14.4	B	0.2	0.006	16.3	B
		PM	8.7	A	8.9	A	8.8	A	-0.1	0.001	10.0	B
10	N Seventh St and Taylor St	AM	8.0	A	8.4	A	8.4	A	0.0	0.027	11.6	B
		PM	7.1	A	7.6	A	7.8	A	0.2	0.026	9.4	A
11	Old Bayshore Hwy and I-880 SB Ramps	AM	29.1	C	32.1	C	32.6	C	0.7	0.008	34.2	C
		PM	33.4	C	38.7	D	39.4	D	1.0	0.010	44.0	D
12	Old Bayshore Hwy and I-880 NB Ramps	AM	31.2	C	34.6	C	34.9	C	0.4	0.009	38.6	D
		PM	16.6	B	17.6	B	17.7	B	0.2	0.010	18.4	B
13	N Tenth St and Commercial St	AM	20.9	C	21.4	C	21.5	C	0.1	0.013	22.3	C
		PM	21.6	C	22.5	C	22.6	C	0.2	0.012	23.7	C
14	N Tenth St and Hedding St (P)	AM	14.5	B	74.8	E	**77.0**	**E**	**3.3**	**0.009**	89.9	F
		PM	27.8	C	55.5	E	**58.0**	**E**	**3.7**	**0.015**	70.3	E
15	N Tenth St and Taylor St (P)	AM	7.9	A	39.4	D	39.7	D	0.5	0.008	47.0	D
		PM	18.2	B	65.8	E	66.3	E	0.7	0.002	104.4	F
16	N Eleventh St and Hedding St	AM	20.7	C	28.7	C	28.8	C	0.1	0.002	34.3	C
		PM	10.2	B	10.8	B	10.7	B	-0.1	0.003	11.1	B
17	N Eleventh St and Taylor St (P)	AM	15.5	B	96.6	F	**102.1**	**F**	**10.4**	**0.022**	124.0	F
		PM	10.9	B	78.1	E	77.3	E	-0.4	-0.001	101.8	F
18	Oakland Rd and Commercial St	AM	38.1	D	122.3	F	122.8	F	1.0	0.002	171.2	F
		PM	45.1	D	66.5	E	66.7	E	0.3	0.001	83.9	F
19	Oakland Rd and US 101 NB Ramps (CMP)	AM	66.4	E	231.8	F	233.4	F	3.3	0.007	277.3	F
		PM	26.0	C	104.7	F	106.3	F	2.5	0.006	134.7	F
20	Oakland Rd and US 101 SB Ramps (CMP)	AM	26.4	C	36.5	D	37.3	D	1.4	0.012	42.7	D
		PM	28.5	C	104.2	F	**107.6**	**F**	**6.4**	**0.015**	142.4	F
21	N Thirteenth St and Hedding St (P)	AM	48.5	D	62.0	E	**63.3**	**E**	**1.9**	**0.010**	70.0	E
		PM	43.7	D	41.8	D	41.8	D	0.3	0.005	43.8	D
22	N Thirteenth St and Taylor St	AM	13.4	B	18.2	B	18.2	B	0.2	0.002	21.0	C
		PM	13.8	B	17.5	B	18.0	B	0.8	0.011	21.1	C

Notes:
(CMP) Denotes a County 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	31	2	4,400	3,922	63.3	F	45	1	1,800	2,162	48.1	E	14	12	0.3%	2	0.1%	*NO*
				PM	67	2	4,400	2,151	16.2	B	70	1	1,800	354	5.1	A	25	21	0.5%	4	0.2%	*NO*
SR 87	Julian St	to Coleman St	NB	AM	25	2	4,400	3,662	73.2	F	46	1	1,800	2,172	47.2	E	14	12	0.3%	2	0.1%	*NO*
				PM	66	2	4,400	2,931	22.2	C	70	1	1,800	144	2.1	A	25	21	0.5%	4	0.2%	*NO*
SR 87	Coleman St	to Taylor St	NB	AM	42	2	4,400	4,212	50.1	E	45	1	1,800	2,162	48.1	E	14	12	0.3%	2	0.1%	*NO*
				PM	67	2	4,400	1,891	14.2	B	70	1	1,800	634	9.1	A	25	21	0.5%	4	0.2%	*NO*
SR 87	Taylor St	to Skyport Dr	NB	AM	51	2	4,400	4,401	43.1	D	66	1	1,800	1,592	24.1	C	13	11	0.2%	2	0.1%	*NO*
				PM	67	2	4,400	2,006	15.1	B	70	1	1,800	211	3.0	A	7	6	0.1%	1	0.1%	*NO*
SR 87	Skyport Dr	to US 101	NB	AM	16	2	4,400	2,991	93.5	F	66	1	1,800	1,652	25.0	C	13	11	0.2%	2	0.1%	*NO*
				PM	66	2	4,400	2,516	19.1	C	70	1	1,800	281	4.0	A	7	6	0.1%	1	0.1%	*NO*
SR 87	US 101	to Skyport Dr	SB	AM	66	2	4,400	3,046	23.1	C	67	1	1,800	271	4.0	A	7	6	0.1%	1	0.1%	*NO*
				PM	8	2	4,400	2,000	125.0	F	70	1	1,800	1,542	22.0	C	12	10	0.2%	2	0.1%	*NO*
SR 87	Skyport Dr	to Taylor St	SB	AM	67	2	4,400	2,136	16.1	B	67	1	1,800	211	3.2	A	7	6	0.1%	1	0.1%	*NO*
				PM	18	2	4,400	3,220	89.4	F	70	1	1,800	842	12.0	B	12	10	0.2%	2	0.1%	*NO*
SR 87	Taylor St	to Coleman Ave	SB	AM	66	2	4,400	2,532	19.2	C	67	1	1,800	474	7.1	A	26	22	0.5%	4	0.2%	*NO*
				PM	14	2	4,400	2,842	101.5	F	70	1	1,800	1,682	24.0	C	14	12	0.3%	2	0.1%	*NO*
SR 87	Coleman Ave	to Julian St	SB	AM	66	2	4,400	3,462	26.2	D	67	1	1,800	144	2.2	A	26	22	0.5%	4	0.2%	*NO*
				PM	32	2	4,400	3,922	61.3	F	70	1	1,800	1,472	21.0	C	14	12	0.3%	2	0.1%	*NO*
SR 87	Julian St	to I-280	SB	AM	67	2	4,400	1,892	14.2	B	67	1	1,800	214	3.2	A	26	22	0.5%	4	0.2%	*NO*
				PM	21	2	4,400	3,372	80.3	F	70	1	1,800	912	13.0	B	14	12	0.3%	2	0.1%	*NO*
US 101	Santa Clara St	to McKee Rd	NB	AM	12	3	6,900	3,864	107.3	F	15	1	1,800	1,461	97.4	F	5	4	0.1%	1	0.0%	*NO*
				PM	67	3	6,900	3,207	16.1	B	70	1	1,800	491	7.0	A	8	7	0.1%	1	0.1%	*NO*
US 101	McKee Rd	to Oakland Rd	NB	AM	22	3	6,900	5,224	79.2	F	30	1	1,800	1,921	64.0	F	5	4	0.1%	1	0.0%	*NO*
				PM	66	3	6,900	4,167	21.0	C	70	1	1,800	421	6.0	A	8	7	0.1%	1	0.1%	*NO*
US 101	Oakland Rd	to I-880	NB	AM	19	3	6,900	4,859	85.2	F	18	1	1,800	1,612	89.5	F	11	9	0.1%	2	0.1%	*NO*
				PM	66	3	6,900	3,775	19.1	C	70	1	1,800	351	5.0	A	6	5	0.1%	1	0.1%	*NO*
US 101	I-880	to Old Bayshore	NB	AM	18	3	6,900	4,815	89.2	F	21	1	1,800	1,681	80.0	F	6	5	0.1%	1	0.1%	*NO*
				PM	67	3	6,900	3,402	17.1	B	70	1	1,800	561	8.0	A	3	2	0.0%	1	0.0%	*NO*
US 101	Old Bayshore	to N. First St	NB	AM	10	3	6,900	3,491	116.4	F	13	1	1,800	1,362	104.8	F	13	11	0.2%	2	0.1%	*NO*
				PM	66	3	6,900	4,566	23.1	C	70	1	1,800	701	10.0	A	7	6	0.1%	1	0.1%	*NO*
US 101	N. First St	to SR 87	NB	AM	18	3	6,900	4,711	87.2	F	18	1	1,800	1,612	89.6	F	13	11	0.2%	2	0.1%	*NO*
				PM	66	3	6,900	3,776	19.1	C	70	1	1,800	701	10.0	A	7	6	0.1%	1	0.1%	*NO*
US 101	SR 87	to De La Cruz Blvd	NB	AM	14	3	6,900	4,182	99.6	F	26	1	1,800	1,824	70.2	F	26	22	0.3%	4	0.2%	*NO*
				PM	66	3	6,900	5,322	27.1	D	70	1	1,800	842	12.0	B	14	12	0.2%	2	0.1%	*NO*
US 101	De La Cruz Blvd	to Montaque / San Tomas	NB	AM	34	3	6,900	6,042	59.2	F	47	1	1,800	2,174	46.3	E	26	22	0.3%	4	0.2%	*NO*
				PM	61	3	6,900	6,602	36.1	D	70	1	1,800	982	14.0	B	14	12	0.2%	2	0.1%	*NO*
US 101	Montague / San Tomas	to De La Cruz Blvd	SB	AM	66	3	6,900	5,162	26.1	D	67	1	1,800	472	7.1	A	14	12	0.2%	2	0.1%	*NO*
				PM	16	3	6,900	4,540	94.6	F	50	1	1,800	2,304	46.1	E	24	20	0.3%	4	0.2%	*NO*
US 101	De La Cruz Blvd	to SR 87	SB	AM	65	3	6,900	6,062	31.1	D	67	1	1,800	612	9.1	A	14	12	0.2%	2	0.1%	*NO*
				PM	34	3	6,900	6,040	59.2	F	70	1	1,800	2,174	31.1	D	24	20	0.3%	4	0.2%	*NO*
US 101	SR 87	to N. First St	SB	AM	67	3	6,900	3,006	15.1	B	67	1	1,800	471	7.0	A	7	6	0.1%	1	0.1%	*NO*
				PM	21	3	6,900	5,050	80.2	F	70	1	1,800	1,752	25.0	C	12	10	0.1%	2	0.1%	*NO*
US 101	N. First St	to Old Bayshore	SB	AM	67	3	6,900	3,006	15.1	B	67	1	1,800	411	6.1	A	7	6	0.1%	1	0.1%	*NO*
				PM	8	3	6,900	3,060	127.5	F	70	1	1,800	2,522	36.0	D	12	10	0.1%	2	0.1%	*NO*
US 101	Old Bayshore	to I-880	SB	AM	66	3	6,900	3,776	19.1	C	67	1	1,800	541	8.1	A	7	6	0.1%	1	0.1%	*NO*
				PM	8	3	6,900	3,040	126.7	F	70	1	1,800	2,522	36.0	D	12	10	0.1%	2	0.1%	*NO*
US 101	I-880	to Oakland Rd	SB	AM	66	3	6,900	3,778	19.1	C	67	1	1,800	542	8.1	A	10	8	0.1%	2	0.1%	*NO*
				PM	10	3	6,900	3,494	116.5	F	50	1	1,800	2,253	45.1	D	17	14	0.2%	3	0.2%	*NO*
US 101	Oakland Rd	to McKee Rd	SB	AM	66	3	6,900	3,777	19.1	C	67	1	1,800	272	4.1	A	9	7	0.1%	2	0.1%	*NO*
				PM	37	3	6,900	6,114	55.1	E	70	1	1,800	2,241	32.0	D	5	4	0.1%	1	0.0%	*NO*
US 101	McKee Rd	to Santa Clara St	SB	AM	67	3	6,900	3,407	17.1	B	67	1	1,800	342	5.1	A	9	7	0.1%	2	0.1%	*NO*
				PM	37	3	6,900	6,114	55.1	E	70	1	1,800	1,401	20.0	C	5	4	0.1%	1	0.0%	*NO*
I-880	Coleman Ave	to SR 87	NB	AM	19	3	6,900	4,917	86.3	F	--	--	--	--	--	--	9	7	0.1%	2	--	*NO*
				PM	55	3	6,900	6,614	40.1	D	--	--	--	--	--	--	17	14	0.2%	3	--	*NO*
I-880	SR 87	to N. 1st St	NB	AM	29	3	6,900	5,757	66.2	F	--	--	--	--	--	--	9	7	0.1%	2	--	*NO*
				PM	63	3	6,900	6,444	34.1	D	--	--	--	--	--	--	17	14	0.2%	3	--	*NO*
I-880	N. 1st St	to US 101	NB	AM	19	3	6,900	4,857	85.2	F	--	--	--	--	--	--	9	7	0.1%	2	--	*NO*
				PM	58	3	6,900	6,627	38.1	D	--	--	--	--	--	--	9	7	0.1%	2	--	*NO*
I-880	US 101	to E. Brokaw Rd	NB	AM	27	3	6,900	5,602	69.2	F	--	--	--	--	--	--	14	12	0.2%	2	--	*NO*
				PM	64	3	6,900	6,350	33.1	D	--	--	--	--	--	--	12	10	0.1%	2	--	*NO*
I-880	E. Brokaw Rd	to US 101	SB	AM	65	3	6,900	5,670	29.1	D	--	--	--	--	--	--	12	10	0.1%	2	--	*NO*
				PM	14	3	6,900	4,212	100.3	F	--	--	--	--	--	--	14	12	0.2%	2	--	*NO*
I-880	US 101	to N. 1st St	SB	AM	64	3	6,900	6,348	33.1	D	--	--	--	--	--	--	10	8	0.1%	2	--	*NO*
				PM	12	3	6,900	3,827	106.3	F	--	--	--	--	--	--	9	7	0.1%	2	--	*NO*
I-880	N. 1st St	to SR 87	SB	AM	64	3	6,900	6,164	32.1	D	--	--	--	--	--	--	17	14	0.2%	3	--	*NO*
				PM	23	3	6,900	5,327	77.2	F	--	--	--	--	--	--	9	7	0.1%	2	--	*NO*
I-880	SR 87	to Coleman Ave	SB	AM	55	3	6,900	6,614	40.1	D	--	--	--	--	--	--	17	14	0.2%	3	--	*NO*
				PM	23	3	6,900	5,327	77.2	F	--	--	--	--	--	--	9	7	0.1%	2	--	*NO*

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008.

1. Introduction

This report presents the results of the traffic impact analysis conducted for the proposed residential mixed-use development on the site located on the northwest corner of the intersection of North Tenth Street and Taylor Street in the Japantown area of San Jose, California. An abandoned segment of North Ninth Street intersects the property north of Taylor Street. The 8.74-acre site is generally bordered by Taylor Street on the south, North Tenth Street on the east, an adjoining property on the north, and the Southern Pacific Railroad line on the west. The adjacent Gordon Biersch Brewery will remain. The project as proposed would consist of constructing 318 market rate condominiums, 71 affordable senior housing units, a 5,500 square-foot (s.f.) restaurant, 14 live/work units, and 8,500 s.f. of artist studios. Parking for all of the proposed uses would be provided on-site. Vehicle access to and from the project site would be provided via North Tenth Street and Taylor Street. The project site location and the surrounding study area are shown on Figure 1. A conceptual site plan is shown on Figure 2.

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.

The traffic study includes an analysis of AM and PM peak hour traffic conditions for twenty-two signalized intersections, seventeen freeway segments, and one unsignalized intersection in the vicinity of the project site. Significant traffic impacts due to the project were determined based on AM and PM peak hour levels of service for the signalized intersections and freeway segments. The peak hour signal warrant was checked for the unsignalized intersection of North Ninth Street and Taylor Street 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.

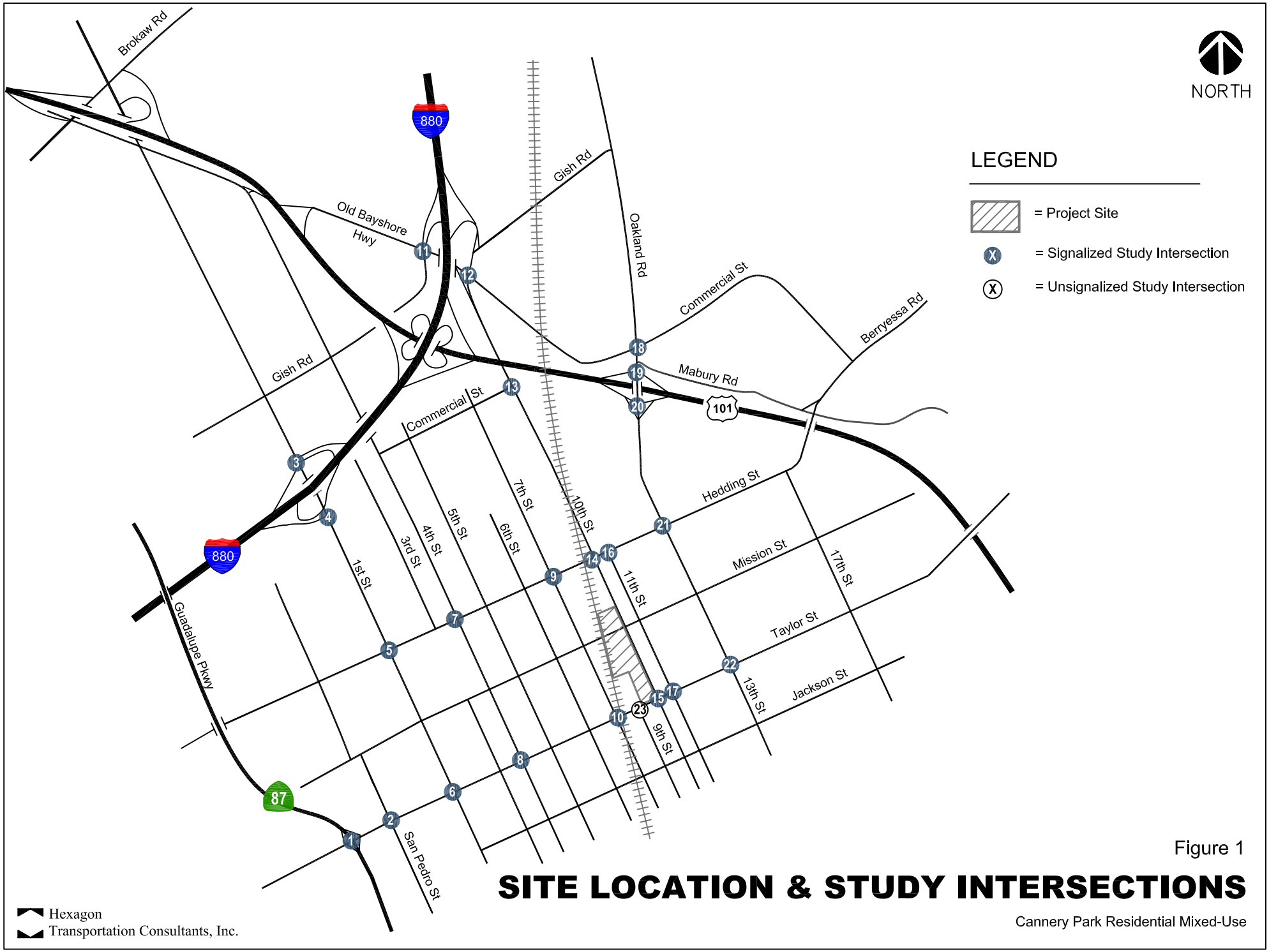
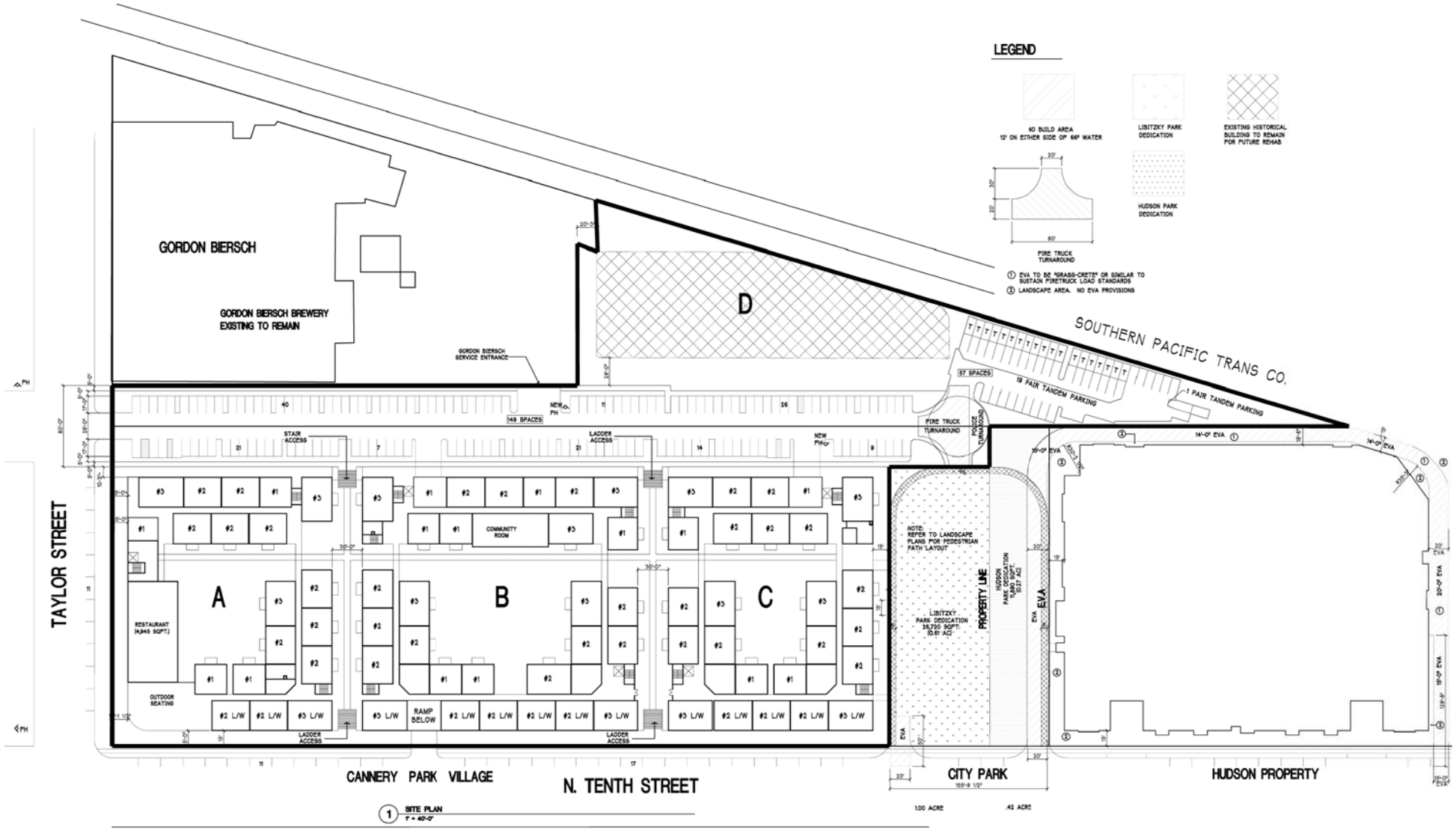


Figure 1

SITE LOCATION & STUDY INTERSECTIONS

Cannery Park Residential Mixed-Use

Hexagon
Transportation Consultants, Inc.



GENERAL DEVELOPMENT PLAN "EXHIBIT C"

CANNERY PARK VILLAGE

TAYLOR & TENTH STREETS

SAN JOSE - CALIFORNIA

Date: 02-01-2010
Scale:
Revisions:

Drawing Title: SITE PLAN

Sheet No. 3

LPMD Architects
1288 Kifer Road, Suite 206
Sunnyvale, CA 94086
Telephone : 408-992-0280
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Figure 2

CONCEPTUAL SITE PLAN

Cannery Park Residential Mixed-Use

Hexagon
Transportation Consultants, Inc.

Study Intersections

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

Study Freeway Segments

1. SR 87, from I-280 to Julian Street
2. SR 87, from Julian Street to Coleman Avenue
3. SR 87, from Coleman Avenue to Taylor Street
4. SR 87, from Taylor Street to Skyport Drive
5. SR 87, from Skyport Drive to US 101
6. US 101, from Santa Clara Street to McKee Road
7. US 101, from McKee Road to Oakland Road
8. US 101, from Oakland Road to I-880
9. US 101, from I-880 to Old Bayshore Highway
10. US 101, from Old Bayshore Highway to North First Street
11. US 101, from North First Street to SR 87
12. US 101, from SR 87 to De la Cruz Boulevard
13. US 101, from De la Cruz Boulevard to Montague Expressway
14. I-880, from Coleman Avenue to SR 87
15. I-880, from SR 87 to North First Street
16. I-880, from North First Street to US 101
17. I-880, from US 101 to Brokaw Road

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours. The AM peak hour 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 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). Additional ATI was generated by using the observed trip generation of the current uses on-site to calculate potential additional trips according to the site's current vacancy rate. The resulting trips due to the existing vacant commercial space were then added to the ATI. The ATI sheets are included in Appendix B.

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.

Scenario 4: *Cumulative Conditions.* Cumulative traffic conditions were represented by background traffic volumes, with the proposed project, plus traffic generated by pending developments on the future roadway network. This scenario was evaluated in order to fulfill the California Environmental Quality Act (CEQA) requirements.

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.

Six of the study intersections are designated protected intersections and, therefore, are analyzed according to the City of San Jose requirements for protected intersections. Protected intersections consist of locations that the City has identified as having been built to their planned maximum capacity, and where expansion of the intersection would have an adverse effect on other transportation modes 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. Also, protected intersections are more susceptible to significant impacts than other City of San Jose intersections, since the threshold for a significant impact is lower for a protected intersection.

Four 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.

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 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 considered 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.

Unsignalized Intersections

One of the study intersections presently is unsignalized: North Ninth 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.

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.	11.0 or less
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.	11.1 to 18.0
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.	18.1 to 26.0
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.	26.1 to 46.0
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.	46.1 to 58.0
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	greater than 58.0

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

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 six chapters. Chapter 2 describes 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. Chapter 6 presents the intersection operations under cumulative traffic conditions. Chapter 7 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 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. 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, Old Bayshore Highway, North First Street, North Fourth Street, North Seventh Street, North Ninth 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 Tenth Street.

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 direct access to the project site.

Old Bayshore Highway is a major collector that runs in the east-west direction. North of US 101, Old Bayshore Highway is approximately one mile long and has two lanes of traffic in each direction between the US 101 northbound ramps and North Thirteenth Street. East of North Thirteenth Street, this roadway transitions into Commercial Street, a two-lane facility that extends to Berryessa Road. South of US 101, Old Bayshore Highway is approximately one-half mile long and varies from one to two lanes of traffic in each direction between the US 101 southbound off-ramp and the US 101 southbound on-ramp.

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 Taylor Street.

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 Street.

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 access to the project site via Taylor Street.

North Ninth Street is a north-south, two-lane street within the project area. North Ninth Street begins at Tully Road and extends northward to Taylor Street, where it terminates in a parking lot on the north leg of the North Ninth Street and Taylor Street intersection at the project site. North Ninth Street resumes at Hedding Street for a 400-foot segment terminating in a dead-end north of Hedding Street. No connection exists between San Salvador and San Fernando Streets (at the SJSU campus). North Ninth 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 direct access to the project site.

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 Street.

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. North Thirteenth Street provides access to the project site via Taylor Street.

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. Oakland Road provides access to the project site via Taylor Street.

Existing Bicycle and Pedestrian Facilities

Within the immediate vicinity of the project site, Class II bicycle facilities (striped bike lanes) are only provided along North Tenth Street north of Taylor Street, along Taylor Street west of North First Street, and along North Third and Fourth Streets 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 study area consist primarily of sidewalks, which are found along virtually all previously described roadways in the study area. There are sidewalks along the project site frontages on both North Tenth Street and Taylor Street. Although the network of sidewalks in the study area is extensive, there are short segments of roadway near the project site that do not have sidewalks. Sidewalks do not exist on both sides of Hedding Street between North Tenth Street and the Southern Pacific railroad tracks to the west. Sidewalks also do not exist on the west side of North Tenth Street north of Hedding Street, and on the west side of North Tenth Street just south of Hedding Street in the vicinity of an existing bus stop.

The Guadalupe River Park multi-use trail runs along the banks of the Guadalupe 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

Five local bus lines serve the project area: lines 11, 12, 61, 62, and 66. The 11 line provides community service, with stops at the Joyce Ellington Library, the Northside Community Center, San Jose City Hall, and the Santa Clara LRT Station. The 11 line operates from 6:30 AM to 6:30 PM with 30-minute headways. The 12 line provides limited weekend service between the Eastridge Transit Center and the San Jose Civic Center and has 30-minute headways. Lines 61 and 62 provide service between Good Samaritan Hospital and the Piedmont Hills area via Taylor and Hedding Streets, with 30-minute headways during commute hours. Bus stops for lines 11, 12, 61 and 62 are present on Taylor Street adjacent to the project site. Line 62 also has bus stops located on North Tenth and Eleventh Streets. Line 66 provides service between Santa Teresa Hospital and Milpitas/Dixon Road via North First Street, with 15- to 20-minute headways during commute hours.

The 180 and 181 express lines also serve the project area and provides service between the San Jose Diridon Station and the Fremont BART station, with 30-minute and 15-minute headways, respectively, during commute hours. Bus lines 12, 61, 62, 66, 180 and 181 all stop at the Civic Center LRT station, located on North First Street approximately ¾ of a mile walking distance from the project site.

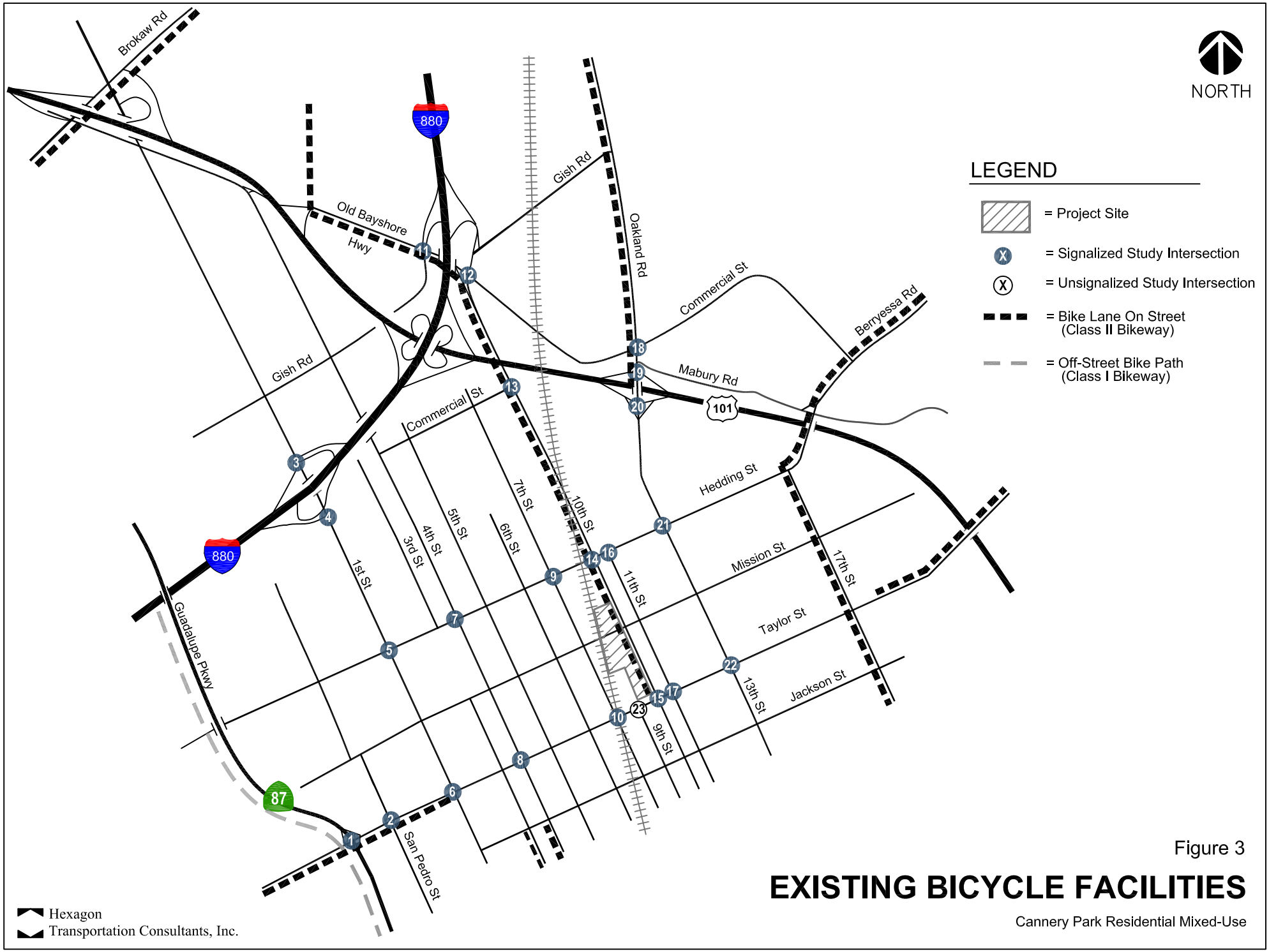


Figure 3

EXISTING BICYCLE FACILITIES

Cannery Park Residential Mixed-Use

Hexagon Transportation Consultants, Inc.

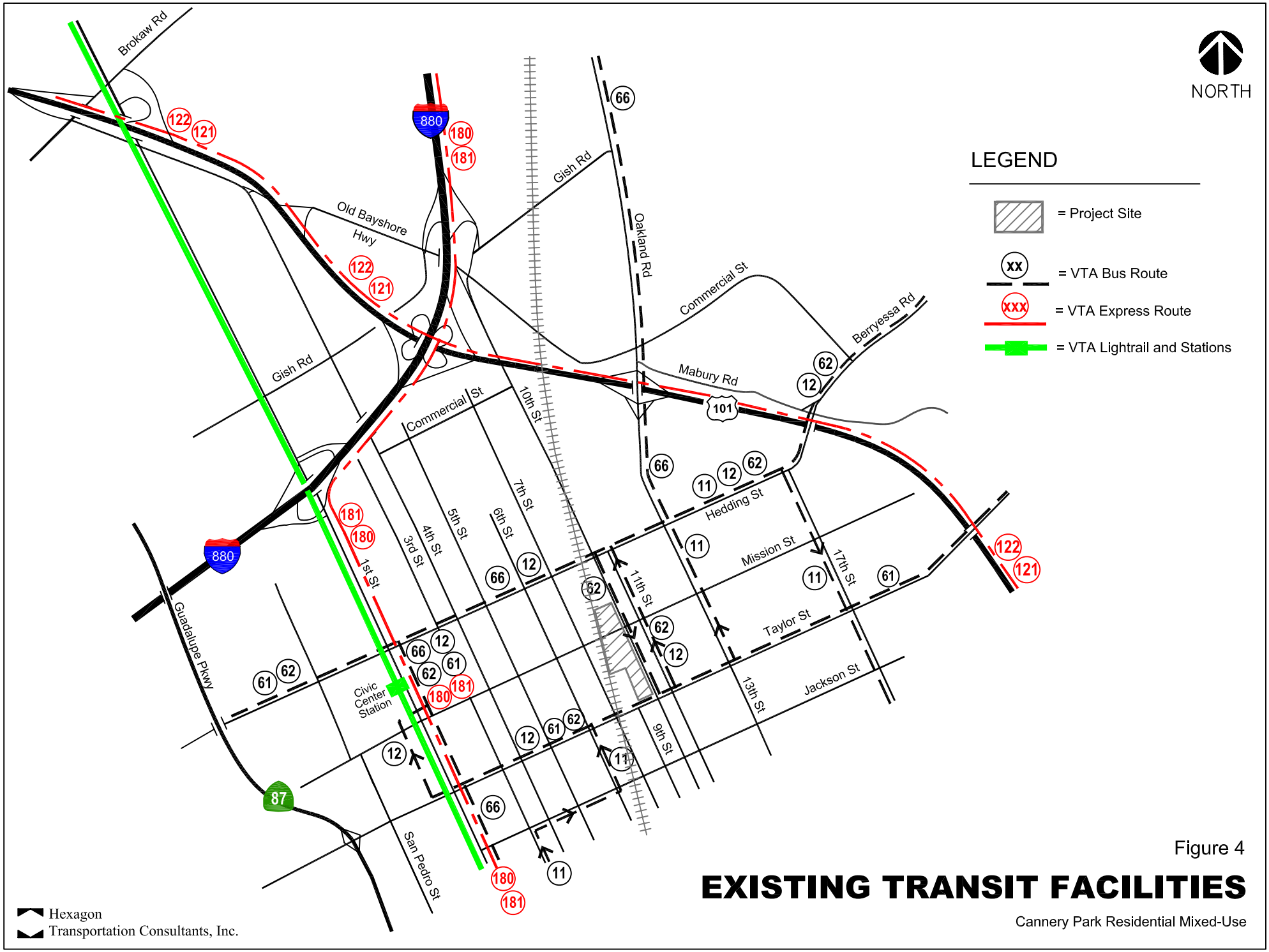


Figure 4

EXISTING TRANSIT FACILITIES

Cannery Park Residential Mixed-Use

Hexagon Transportation Consultants, Inc.

VTA Light Rail Transit (LRT) Service

The project site is located approximately ¾ of a mile walking distance from the Civic Center LRT station on North First Street. 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 early 2006). The most recent CMP data (2008 counts) were used for the four CMP intersections. The existing peak hour intersection volumes are shown on Figure 6. 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, the signalized study intersections of North First Street/Taylor Street (Protected Intersection) and Oakland Road/US 101 Northbound Ramps currently operate at an unacceptable LOS E during the PM peak hour and AM peak hour, respectively.

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.

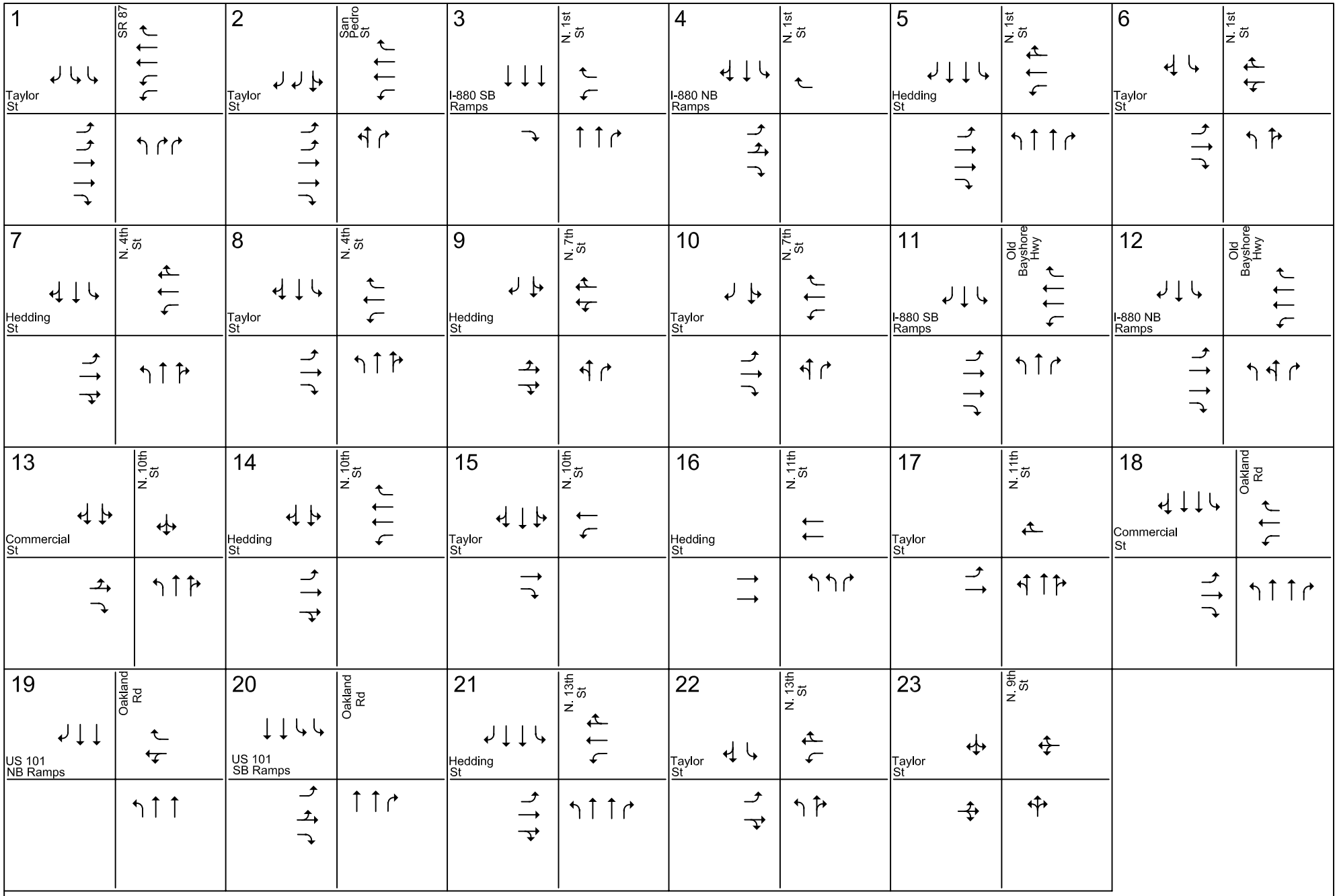


Figure 5

EXISITING LANE CONFIGURATIONS

Cannery Park Residential Mixed-Use

Hexagon Transportation Consultants, Inc.

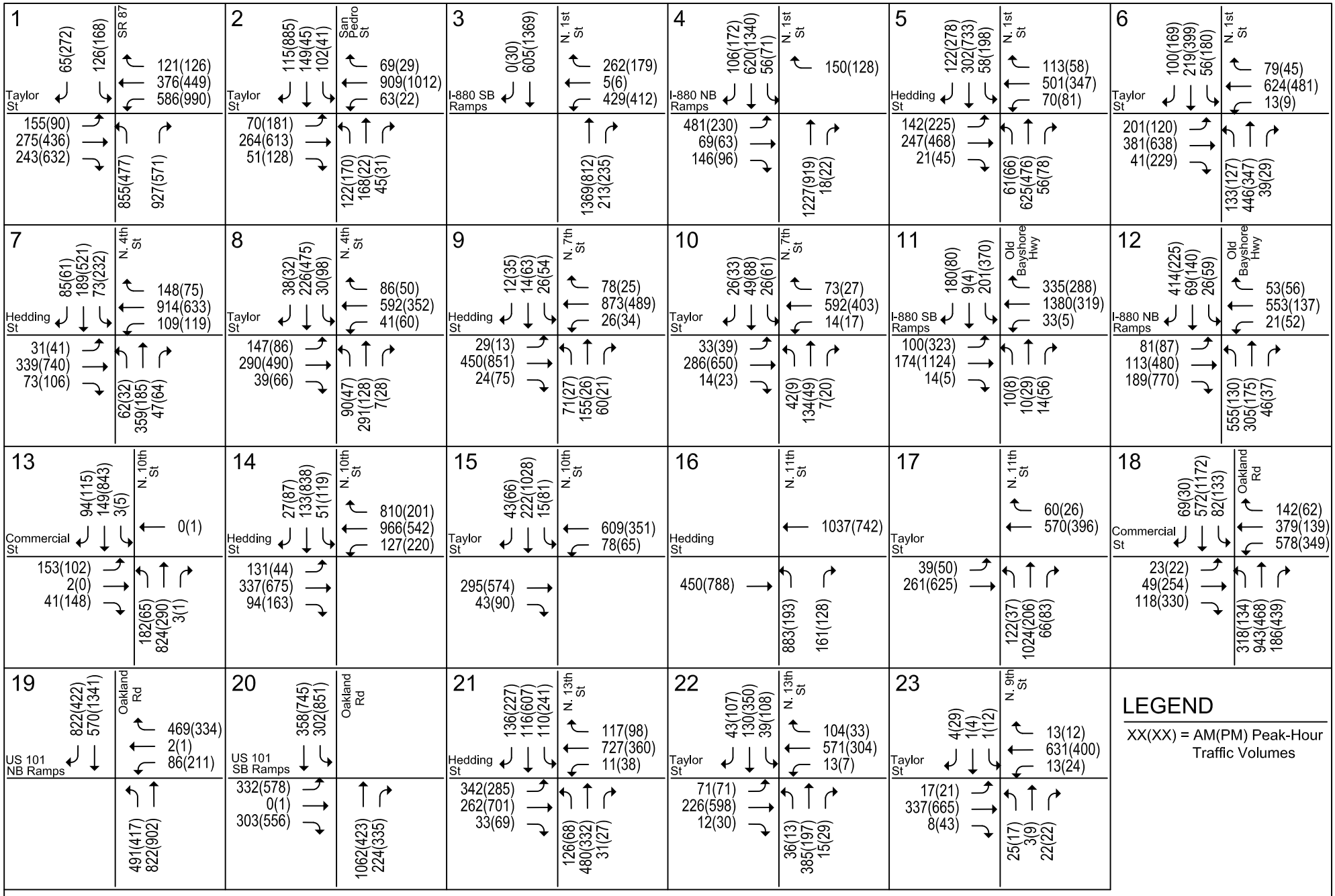


Figure 6

EXISTING TRAFFIC VOLUMES

Cannery Park Residential Mixed-Use

Hexagon Transportation Consultants, Inc.

Table 3
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Avg. Delay	LOS
1	SR 87 and Taylor St	AM	3/13/2008	31.6	C
		PM	3/13/2008	30.1	C
2	San Pedro St and Taylor St	AM	4/4/2007	40.8	D
		PM	4/4/2007	39.3	D
3	N First St and I-880 SB Ramps (CMP)	AM	10/2/2008	17.4	B
		PM	10/2/2008	16.5	B
4	N First St and I-880 NB Ramps (CMP)	AM	9/24/2008	17.1	B
		PM	9/24/2008	12.5	B
5	N First St and Hedding St	AM	3/13/2008	34.7	C
		PM	3/13/2008	36.0	D
6	N First St and Taylor St (P)	AM	4/4/2007	47.9	D
		PM	4/4/2007	62.9	E
7	N Fourth St and Hedding St (P)	AM	4/4/2007	35.3	D
		PM	4/4/2007	39.7	D
8	N Fourth St and Taylor St	AM	4/4/2007	34.0	C
		PM	4/4/2007	26.5	C
9	N Seventh St and Hedding St	AM	3/13/2008	13.0	B
		PM	3/13/2008	8.7	A
10	N Seventh St and Taylor St	AM	6/12/2007	8.0	A
		PM	6/12/2007	7.1	A
11	Old Bayshore Hwy and I-880 SB Ramps	AM	4/24/2008	29.1	C
		PM	4/24/2008	33.4	C
12	Old Bayshore Hwy and I-880 NB Ramps	AM	4/24/2008	31.2	C
		PM	4/24/2008	16.6	B
13	N Tenth St and Commercial St	AM	3/13/2008	20.9	C
		PM	3/13/2008	21.6	C
14	N Tenth St and Hedding St (P)	AM	4/24/2008	14.5	B
		PM	4/24/2008	27.8	C
15	N Tenth St and Taylor St (P)	AM	6/12/2007	7.9	A
		PM	6/12/2007	18.2	B
16	N Eleventh St and Hedding St	AM	4/24/2008	20.7	C
		PM	4/24/2008	10.2	B
17	N Eleventh St and Taylor St (P)	AM	6/12/2007	15.5	B
		PM	6/12/2007	10.9	B
18	Oakland Rd and Commercial St	AM	11/7/2006	38.1	D
		PM	10/25/2006	45.1	D
19	Oakland Rd and US 101 NB Ramps (CMP)	AM	9/24/2008	66.4	E
		PM	9/24/2008	26.0	C
20	Oakland Rd and US 101 SB Ramps (CMP)	AM	9/24/2008	26.4	C
		PM	9/24/2008	28.5	C
21	N Thirteenth St and Hedding St (P)	AM	4/4/2007	48.5	D
		PM	4/4/2007	43.7	D
22	N Thirteenth St and Taylor St	AM	11/9/2006	13.4	B
		PM	11/9/2006	13.8	B

Notes:
(CMP) Denotes a County 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 Ninth 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 2008 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, northbound between Julian Street and Coleman Street – AM peak hour
SR 87, northbound between Skyport Drive and US 101 – AM peak hour
SR 87, southbound between US 101 and Skyport Drive – PM peak hour
SR 87, southbound between Skyport Drive and Taylor Street – PM 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, northbound between SR 87 and De La Cruz Boulevard – AM peak hour
US 101, northbound between De La Cruz Boulevard and Montague Expressway – AM peak hour
US 101, southbound between Montague Expressway and De La Cruz Boulevard – PM peak hour
US 101, southbound between De La Cruz Boulevard and SR 87 – PM 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
I-880, northbound between Coleman Avenue and SR 87 – AM peak hour
I-880, northbound between SR 87 and North First Street – AM peak hour
I-880, northbound between North First Street and US 101 – AM peak hour
I-880, northbound between US 101 and Brokaw Road – AM 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

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	31	2	3,910	63.1	F	45	1	2,160	48.0	E
				PM	67	2	2,130	16.0	B	70	1	350	5.0	A
SR 87	Julian St	to Coleman St	NB	AM	25	2	3,650	73.0	F	46	1	2,170	47.2	E
				PM	66	2	2,910	22.0	C	70	1	140	2.0	A
SR 87	Coleman St	to Taylor St	NB	AM	42	2	4,200	50.0	E	45	1	2,160	48.0	E
				PM	67	2	1,870	14.1	B	70	1	630	9.0	A
SR 87	Taylor St	to Skyport Dr	NB	AM	51	2	4,390	43.0	D	66	1	1,590	24.1	C
				PM	67	2	2,000	15.0	B	70	1	210	3.0	A
SR 87	Skyport Dr	to US 101	NB	AM	16	2	2,980	93.1	F	66	1	1,650	25.0	C
				PM	66	2	2,510	19.0	C	70	1	280	4.0	A
SR 87	US 101	to Skyport Dr	SB	AM	66	2	3,040	23.0	C	67	1	270	4.0	A
				PM	8	2	1,990	124.4	F	70	1	1,540	22.0	C
SR 87	Skyport Dr	to Taylor St	SB	AM	67	2	2,130	16.0	B	67	1	210	3.1	A
				PM	18	2	3,210	89.2	F	70	1	840	12.0	B
SR 87	Taylor St	to Coleman Ave	SB	AM	66	2	2,510	19.0	C	67	1	470	7.0	A
				PM	14	2	2,830	101.1	F	70	1	1,680	24.0	C
SR 87	Coleman Ave	to Julian St	SB	AM	66	2	3,440	26.1	D	67	1	140	2.1	A
				PM	32	2	3,910	61.1	F	70	1	1,470	21.0	C
SR 87	Julian St	to I-280	SB	AM	67	2	1,870	14.1	B	67	1	210	3.1	A
				PM	21	2	3,360	80.0	F	70	1	910	13.0	B
US 101	Santa Clara St	to McKee Rd	NB	AM	12	3	3,860	107.2	F	15	1	1,460	97.3	F
				PM	67	3	3,200	16.0	B	70	1	490	7.0	A
US 101	McKee Rd	to Oakland Rd	NB	AM	22	3	5,220	79.1	F	30	1	1,920	64.0	F
				PM	66	3	4,160	21.0	C	70	1	420	6.0	A
US 101	Oakland Rd	to I-880	NB	AM	19	3	4,850	85.1	F	18	1	1,610	89.4	F
				PM	66	3	3,770	19.0	C	70	1	350	5.0	A
US 101	I-880	to Old Bayshore	NB	AM	18	3	4,810	89.1	F	21	1	1,680	80.0	F
				PM	67	3	3,400	17.0	B	70	1	560	8.0	A
US 101	Old Bayshore	to N. First St	NB	AM	10	3	3,480	116.0	F	13	1	1,360	104.6	F
				PM	66	3	4,560	23.0	C	70	1	700	10.0	A
US 101	N. First St	to SR 87	NB	AM	18	3	4,700	87.0	F	18	1	1,610	89.4	F
				PM	66	3	3,770	19.0	C	70	1	700	10.0	A
US 101	SR 87	to De La Cruz Blvd	NB	AM	14	3	4,160	99.0	F	26	1	1,820	70.0	F
				PM	66	3	5,310	27.0	D	70	1	840	12.0	B
US 101	De La Cruz Blvd	to Montaque / San Tomas	NB	AM	34	3	6,020	59.0	F	47	1	2,170	46.2	E
				PM	61	3	6,590	36.0	D	70	1	980	14.0	B
US 101	Montague / San Tomas	to De La Cruz Blvd	SB	AM	66	3	5,150	26.0	D	67	1	470	7.0	A
				PM	16	3	4,520	94.2	F	50	1	2,300	46.0	D
US 101	De La Cruz Blvd	to SR 87	SB	AM	65	3	6,050	31.0	D	67	1	610	9.1	A
				PM	34	3	6,020	59.0	F	70	1	2,170	31.0	D
US 101	SR 87	to N. First St	SB	AM	67	3	3,000	15.0	B	67	1	470	7.0	A
				PM	21	3	5,040	80.0	F	70	1	1,750	25.0	C
US 101	N. First St	to Old Bayshore	SB	AM	67	3	3,000	15.0	B	67	1	410	6.1	A
				PM	8	3	3,050	127.1	F	70	1	2,520	36.0	D
US 101	Old Bayshore	to I-880	SB	AM	66	3	3,770	19.0	C	67	1	540	8.1	A
				PM	8	3	3,030	126.3	F	70	1	2,520	36.0	D
US 101	I-880	to Oakland Rd	SB	AM	66	3	3,770	19.0	C	67	1	540	8.1	A
				PM	10	3	3,480	116.0	F	50	1	2,250	45.0	D
US 101	Oakland Rd	to McKee Rd	SB	AM	66	3	3,770	19.0	C	67	1	270	4.0	A
				PM	37	3	6,110	55.0	E	70	1	2,240	32.0	D
US 101	McKee Rd	to Santa Clara St	SB	AM	67	3	3,400	17.0	B	67	1	340	5.1	A
				PM	37	3	6,110	55.0	E	70	1	1,400	20.0	C
I-880	Coleman Ave	to SR 87	NB	AM	19	3	4,910	86.1	F	--	--	--	--	--
				PM	55	3	6,600	40.0	D	--	--	--	--	--
I-880	SR 87	to N. 1st St	NB	AM	29	3	5,750	66.1	F	--	--	--	--	--
				PM	63	3	6,430	34.0	D	--	--	--	--	--
I-880	N. 1st St	to US 101	NB	AM	19	3	4,850	85.1	F	--	--	--	--	--
				PM	58	3	6,620	38.0	D	--	--	--	--	--
I-880	US 101	to E. Brokaw Rd	NB	AM	27	3	5,590	69.0	F	--	--	--	--	--
				PM	64	3	6,340	33.0	D	--	--	--	--	--
I-880	E. Brokaw Rd	to US 101	SB	AM	65	3	5,660	29.0	D	--	--	--	--	--
				PM	14	3	4,200	100.0	F	--	--	--	--	--
I-880	US 101	to N. 1st St	SB	AM	64	3	6,340	33.0	D	--	--	--	--	--
				PM	12	3	3,820	106.1	F	--	--	--	--	--
I-880	N. 1st St	to SR 87	SB	AM	64	3	6,150	32.0	D	--	--	--	--	--
				PM	23	3	5,320	77.1	F	--	--	--	--	--
I-880	SR 87	to Coleman Ave	SB	AM	55	3	6,600	40.0	D	--	--	--	--	--
				PM	23	3	5,320	77.1	F	--	--	--	--	--

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008.

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:

SR 87 and Taylor Street

During the PM peak hour, the on-ramp to southbound SR 87 is metered. As a result of vehicle stacking on the on-ramp, vehicles turning left onto southbound 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.

I-880 Southbound Ramps and Old Bayshore Highway

During the AM peak hour, the westbound movement on Bayshore Highway backs up to the I-880 Northbound Ramps/Bayshore Highway intersection, thereby blocking westbound Bayshore Highway movements at that intersection.

During the PM peak hour, the eastbound left-turn pocket on Bayshore Highway overflows (total queue of approximately 15 cars) into the through lane, thereby impeding the eastbound through movement on Bayshore Highway.

During the AM and PM peak hours, the vehicle queues on the I-880 southbound off-ramp were observed to be 6 to 10 vehicles and cleared in one signal cycle. There was no queuing on the I-880 southbound on-ramp during the PM peak hour because the metering light currently is inactive.

I-880 Northbound Ramps and Old Bayshore Highway

During the AM peak hour, the northbound North Tenth Street movements build long queues. The northbound through movement builds a queue where the northbound on-ramp intersects Gish Road due to the stop sign. The queue that develops spans the length of the on-ramp from Gish Road to Bayshore Highway. The I-880 northbound on-ramp experiences no queuing north of its intersection with Gish Road during both the AM and PM peak hours.

During the AM and PM peak hours, long vehicle queues develop on the westbound approach of the stop-controlled I-880 northbound on-ramp/Gish Road intersection. The queues extend over 550 feet back to Industrial Avenue.

During the PM peak hour, the eastbound left-turn pocket on Bayshore Highway overflows by 2 to 3 vehicles, thereby impeding the eastbound through movement. However, the entire vehicle queue clears in one signal cycle.

During the AM and PM peak hours, the vehicle queues on the I-880 northbound off-ramp were observed to be 5 to 10 vehicles and cleared in one signal cycle. The I-880 northbound on-ramp metering light currently is inactive during the AM peak hour.

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.

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 have an impact on the Oakland Road/Commercial Street intersection, since these intersections are so close together

Oakland Road and US 101 Ramps

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).

Additional ATI was generated by using the observed trip generation of the current commercial uses on-site to calculate potential additional trips according to the site's current vacancy rate. When the trip generation surveys of the site were conducted in April of 2008, 87 percent of the 242,250 s.f. of commercial space was occupied, while the remaining 13 percent (32,300 s.f.) was vacant. According to the trip generation surveys, the existing vacant commercial space has the potential to generate 14 AM peak hour trips and 25 PM peak hour trips. These trips were added to the ATI, since the vacant space could theoretically be reoccupied at any time. The estimated vacant commercial trips, based on the counts, are presented in Table 6 in Chapter 4.

Thus, background peak hour traffic volumes were estimated by adding to existing peak hour volumes the North San Jose anticipated future growth estimates, the traffic volumes contained in the City's ATI, and the estimated additional ATI associated with the site's current vacancy rate. The trips generated by the existing occupied commercial space on the site are already accounted for 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, eight of the signalized study intersections would operate at unacceptable levels under background conditions:

North First Street and Taylor Street – *CSJ Protected* (PM peak hour – LOS F)
North Tenth Street and Hedding Street – *CSJ Protected* (AM and PM peak hours – LOS E)
North Tenth Street and Taylor Street – *CSJ Protected* (PM peak hour – LOS E)
North Eleventh Street and Taylor Street – *CSJ Protected* (AM peak – LOS F, PM peak – LOS E)
Oakland Road and Commercial Street (AM peak hour – LOS F, PM peak hour – LOS E)
Oakland Road and US 101 Northbound Ramps (AM peak hour – LOS F, PM peak hour – LOS F)
Oakland Road and US 101 Southbound Ramps (PM peak hour – LOS F)
North Thirteenth Street and Hedding Street – *CSJ Protected* (AM peak hour – LOS E)

Of the eight intersections identified above as operating unacceptably under background conditions, five are City of San Jose protected intersections. Protected intersections consist of locations that the City has identified as having been built to their planned maximum capacity, and where expansion of the intersection would have an adverse effect on other transportation modes 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. Three of the study intersections identified above are located at the US 101/Oakland Road interchange. The City of San Jose has identified operational problems along the Oakland Road corridor at the US 101/Oakland Road interchange, which are due primarily to capacity constraints. 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 projects will create additional capacity for accessing and crossing US 101, which will be crucial to accommodate future growth in the vicinity.

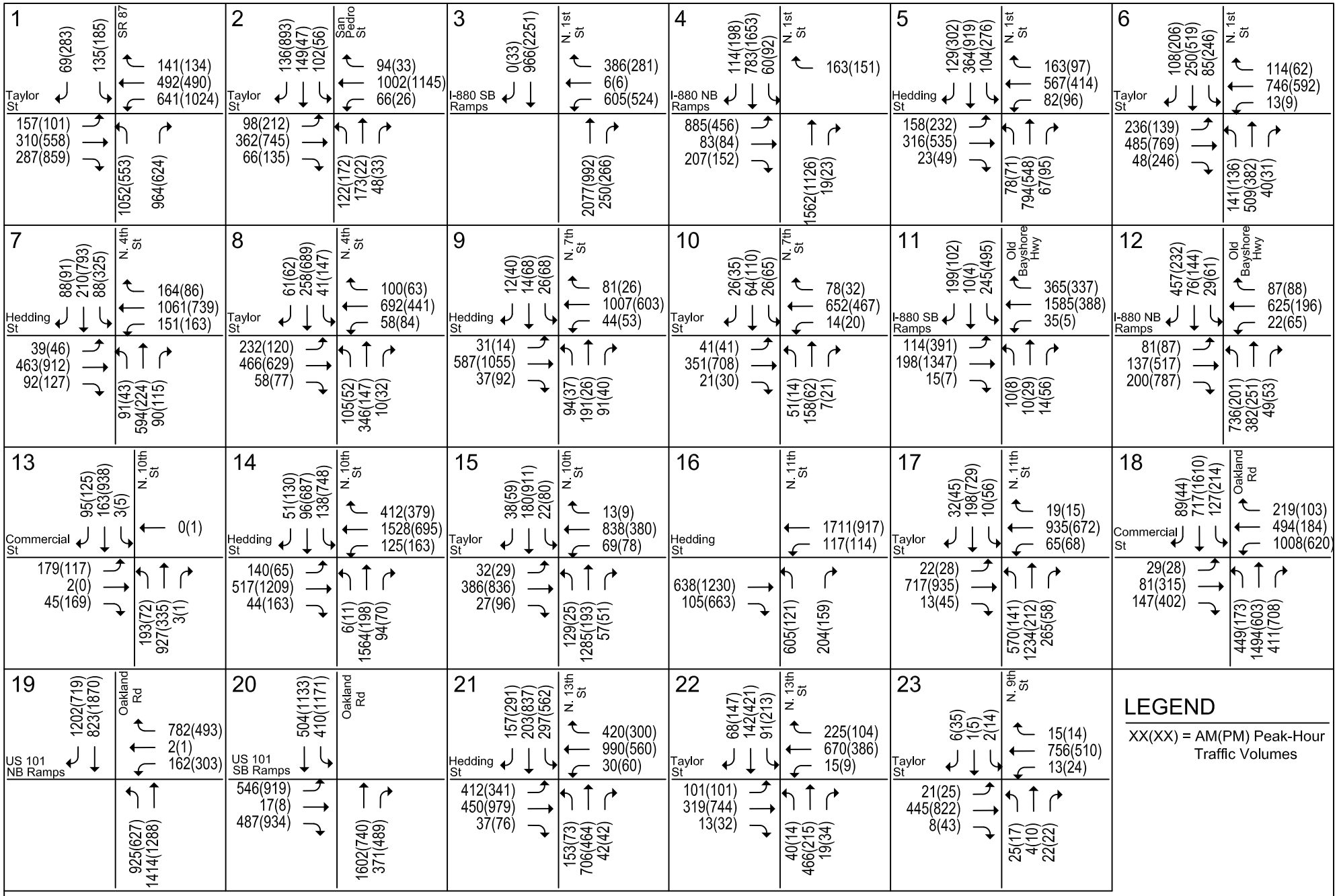


Figure 7

BACKGROUND TRAFFIC VOLUMES

Cannery Park Residential Mixed-Use

Hexagon Transportation Consultants, Inc.

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	31.6	C	51.2	D
		PM	30.1	C	41.8	D
2	San Pedro St and Taylor St	AM	40.8	D	40.6	D
		PM	39.3	D	39.6	D
3	N First St and I-880 SB Ramps (CMP)	AM	17.4	B	42.3	D
		PM	16.5	B	19.1	B
4	N First St and I-880 NB Ramps (CMP)	AM	17.1	B	23.9	C
		PM	12.5	B	15.9	B
5	N First St and Hedding St	AM	34.7	C	36.5	D
		PM	36.0	D	37.7	D
6	N First St and Taylor St (P)	AM	47.9	D	53.1	D
		PM	62.9	E	96.4	F
7	N Fourth St and Hedding St (P)	AM	35.3	D	40.1	D
		PM	39.7	D	44.8	D
8	N Fourth St and Taylor St	AM	34.0	C	36.9	D
		PM	26.5	C	30.1	C
9	N Seventh St and Hedding St	AM	13.0	B	14.2	B
		PM	8.7	A	8.9	A
10	N Seventh St and Taylor St	AM	8.0	A	8.4	A
		PM	7.1	A	7.6	A
11	Old Bayshore Hwy and I-880 SB Ramps	AM	29.1	C	32.1	C
		PM	33.4	C	38.7	D
12	Old Bayshore Hwy and I-880 NB Ramps	AM	31.2	C	34.6	C
		PM	16.6	B	17.6	B
13	N Tenth St and Commercial St	AM	20.9	C	21.4	C
		PM	21.6	C	22.5	C
14	N Tenth St and Hedding St (P)	AM	14.5	B	74.8	E
		PM	27.8	C	55.5	E
15	N Tenth St and Taylor St (P)	AM	7.9	A	39.4	D
		PM	18.2	B	65.8	E
16	N Eleventh St and Hedding St	AM	20.7	C	28.7	C
		PM	10.2	B	10.8	B
17	N Eleventh St and Taylor St (P)	AM	15.5	B	96.6	F
		PM	10.9	B	78.1	E
18	Oakland Rd and Commercial St	AM	38.1	D	122.3	F
		PM	45.1	D	66.5	E
19	Oakland Rd and US 101 NB Ramps (CMP)	AM	66.4	E	231.8	F
		PM	26.0	C	104.7	F
20	Oakland Rd and US 101 SB Ramps (CMP)	AM	26.4	C	36.5	D
		PM	28.5	C	104.2	F
21	N Thirteenth St and Hedding St (P)	AM	48.5	D	62.0	E
		PM	43.7	D	41.8	D
22	N Thirteenth St and Taylor St	AM	13.4	B	18.2	B
		PM	13.8	B	17.5	B

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

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 under background conditions, 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, two 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)
Oakland Road and US 101 Southbound Ramps (PM 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 Ninth 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.

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 318 market rate condominiums, 71 affordable senior housing units, a 5,500 square-foot restaurant, 14 live/work units, and 8,500 s.f. of artist studios.

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 four CMP study intersections and seventeen freeway segments.

Project impacts on other transportation modes, 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, <u>or</u>

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, <u>or</u>

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, <u>or</u>

2. The level of service on the freeway segment is an unacceptable LOS F under project conditions <u>and</u> 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 *San Jose Traffic Impact Analysis Handbook*, August 2009. Based on the trip rates recommended by the City of San Jose, the project would generate 3,213 gross daily vehicle trips, with 297 gross trips occurring during the AM peak hour and 325 gross trips occurring during the PM peak hour.

The proposed Cannery Park residential mixed-use development project would replace a menagerie of uses currently on the site, including a beer plant (brewery), warehouse uses, print shops, artist studios, glass shops, offices, paint shops, manufacturing, a drapery shop, a produce store, and auto body shops. Since the project would replace existing commercial uses, 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 trip distribution pattern associated with the existing commercial uses is different than the residential component of the proposed mixed-use development. Thus, the trips generated by the existing uses were subtracted from the roadway network based on the site's current trip distribution pattern. The peak hour trips generated by the existing commercial uses were obtained from driveway counts conducted in April of 2008.

Per CMP guidelines, a 13 percent mixed-use trip reduction was applied to account for internalization of trips due to the interaction between the residential uses and the restaurant. A transit reduction was not applied to the residential component of the project, however, since the project site would not be located within 2,000 feet of an LRT station or a major bus stop.

After applying the appropriate trip reductions and existing trip credits, the project would generate 1,321 net new daily trips, with 190 net new trips occurring during the AM peak hour and 136 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 40 additional inbound and 150 additional outbound trips during the AM peak hour, and 121 additional inbound and 15 additional outbound trips during the PM peak hour than the current commercial uses on the site.

The project trip generation estimates are presented in Table 6.

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. Two separate trip distribution patterns were applied to the land uses of the site: Residential and Commercial. The commercial trip distribution pattern was applied to the proposed restaurant and commercial component of the live/work units, and to the existing commercial uses on site.

Figure 8 shows the trip distribution patterns that were used.

Table 6
Project Trip Generation Estimates

Land Use	Size	Daily Rate /a/	Daily Trips	AM Peak Hour Pk-Hr Rate /a/	AM In	AM Out	AM Total	PM Peak Hour Pk-Hr Rate /a/	PM In	PM Out	PM Total
Proposed											
Condominiums /b/	318 units	7.50	2,385	0.75	84	155	239	0.75	155	84	239
Affordable Senior Housing /b/	71 units	3.60	256	0.43	12	19	31	0.43	19	12	31
Artist Studios (warehouse rates used) /b/	8,500 s.f.	5.00	43	0.75	4	2	6	0.80	2	4	6
Live/Work Units /c/											
Residential Component (Apartments - 50% Red.)	14 units	3.00	42	0.30	1	3	4	0.30	3	1	4
Commercial Component (Gen. Office - 50% Red.)	16,660 s.f.	5.50	92	0.77	11	2	13	0.77	2	11	13
Live/Work Sub Total:			134		12	5	17		5	12	17
Restaurant /b/	5,500 s.f	97.00	534	0.97	5	0	5	7.76	30	13	43
Mixed-Use Internalized Reduction /d/			*-139*		*-1*	*0*	*-1*		*-8*	*-3*	*-11*
Restaurant Sub Total:			395		4	0	4		22	10	32
Proposed Uses Total:			**3,213**		**116**	**181**	**297**		**203**	**122**	**325**
Existing (Credits)											
General Commercial Occupied /e/	209,950 s.f.	7.81	1,640	0.44	66	27	93	0.78	71	93	164
General Commercial Vacant /f/	32,300 s.f.	7.81	252	0.44	10	4	14	0.78	11	14	25
Existing Uses Total:			1,892		76	31	107		82	107	189
Net Project Trips:			**1,321**		**40**	**150**	**190**		**121**	**15**	**136**

Notes:
/a/ Rate per unit for residential uses; per 1,000 sf for restaurant, commercial component of live/work units, artist studios, and existing commercial uses.
/b/ Rates for proposed residential, warehouse (artist studio) and restaurant uses based on *San Jose Traffic Impact Analysis Handbook, August 2008.*
/c/ 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 assumed that the commercial component of each live/work unit would total approximately 1,190 s.f.
/d/ 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 restaurant components. A 13% reduction was first applied to the smaller of the two generators (restaurant). The trips generated by the larger generator (residential) were then reduced by the same number of trips as were reduced for the restaurant.
/e/ The peak hour trip generation for the existing commercial uses on the site are based on driveway counts conducted on April 3, 2008.
/f/ When the driveways were counted, the site had a 13% vacancy rate.

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 restaurant, artist studios, and commercial component of the live/work units primarily would serve residents of Japantown and the surrounding neighborhoods only. Thus, no project trips related to the restaurant or commercial component of the live/work units were assigned to and from the freeways. As previously discussed, the trips generated by the existing uses were subtracted from the roadway network based on the commercial trip distribution pattern prior to assigning project trips.

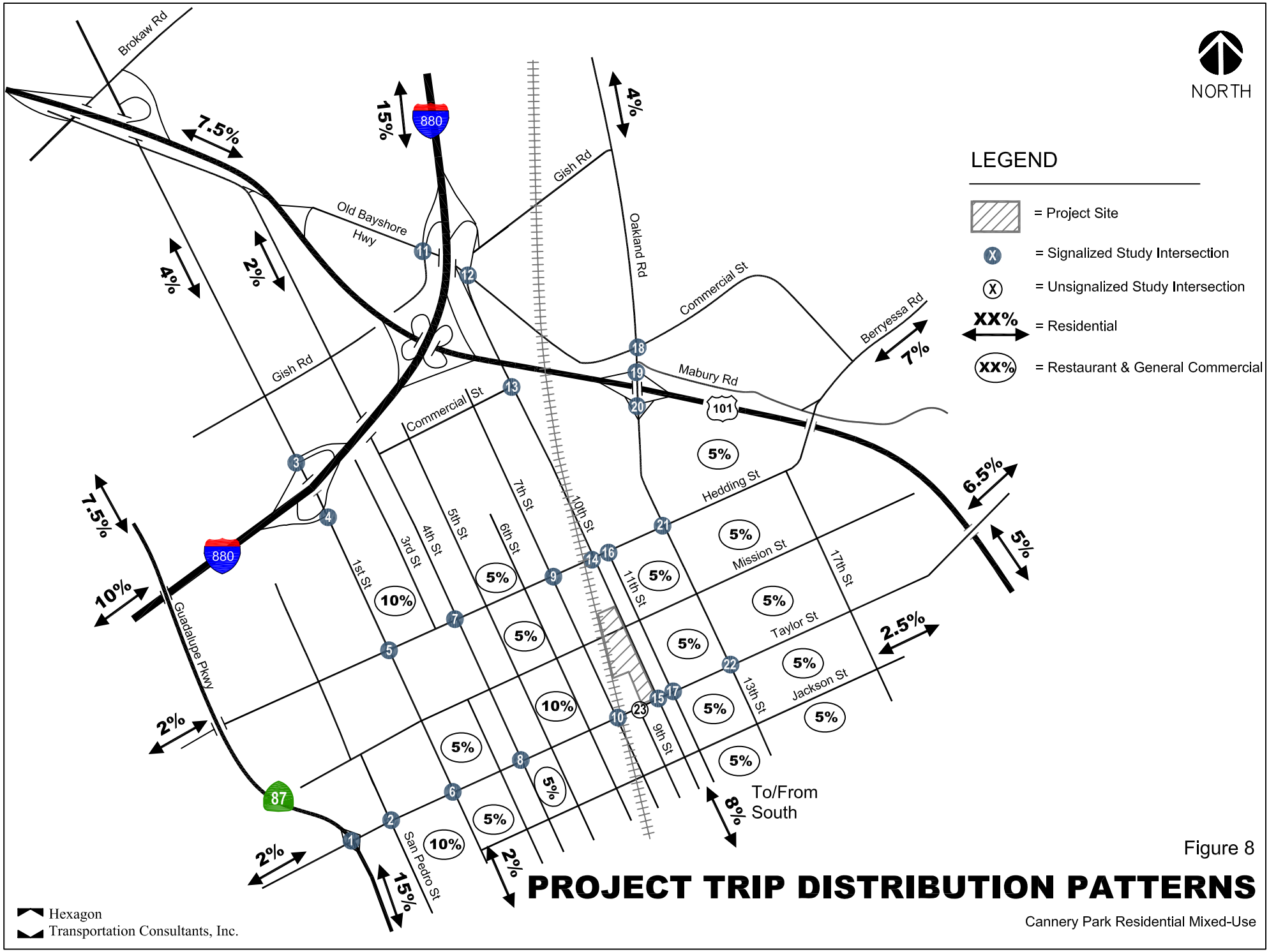


Figure 8

PROJECT TRIP DISTRIBUTION PATTERNS

Cannery Park Residential Mixed-Use

The project trip assignment for the market rate residential units is shown on Figure 9. The project trip assignment for the affordable senior housing units is shown on Figure 10. Figure 11 shows the trips generated by the restaurant. Figure 12 shows the trips generated by the live/work units and artist studios. The trips generated by the existing commercial uses on site are shown graphically on Figure 13. The net project trips are shown on Figure 14.

Project Traffic Volumes

Project trips, as represented in the above project trip assignments, were added to 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 15. Traffic volumes for all components of traffic are tabulated in Appendix C.

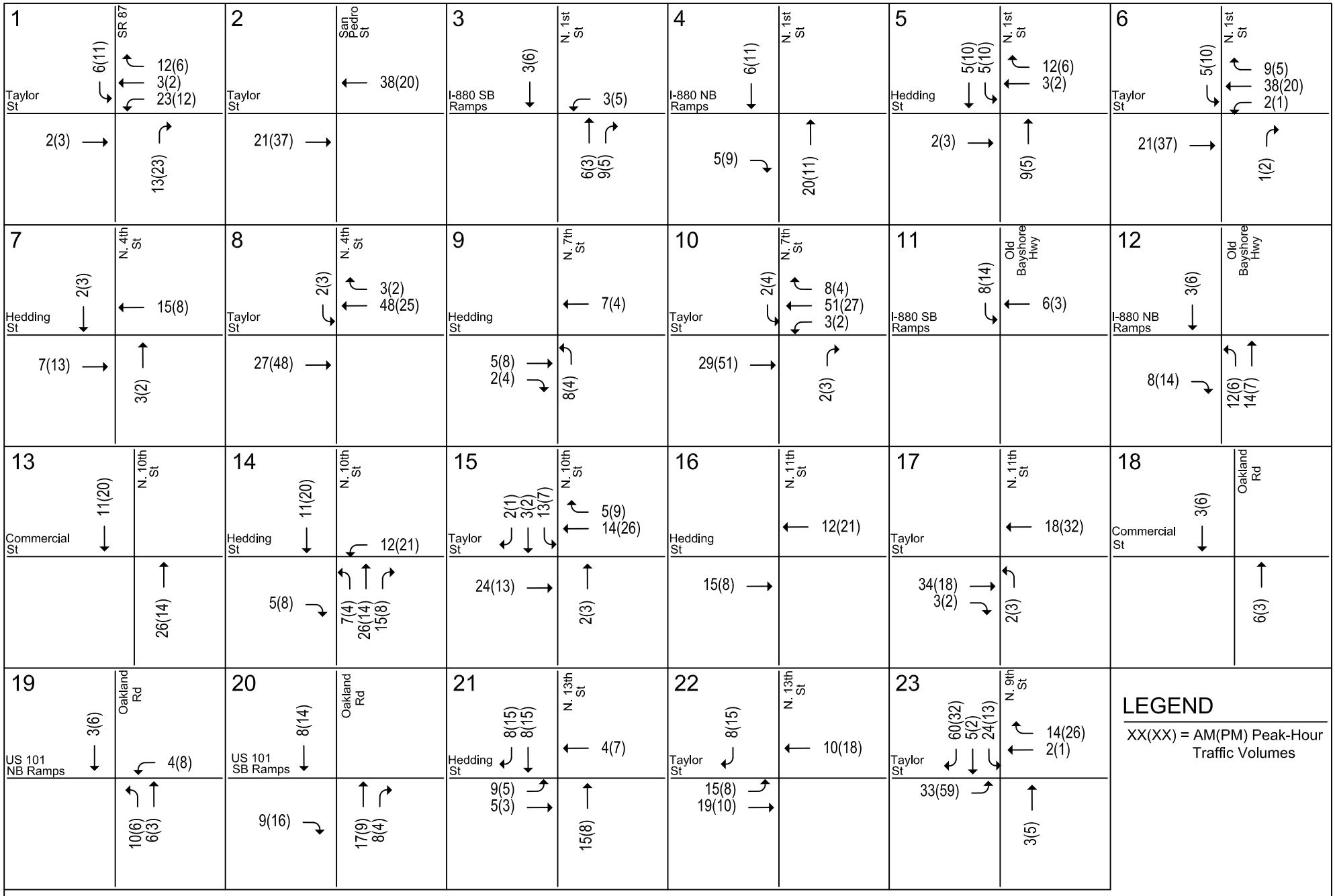


Figure 9

PROJECT TRIP ASSIGNMENT - MARKET RATE CONDOMINIUMS

Hexagon Transportation Consultants, Inc.

Cannery Park Residential Mixed-Use

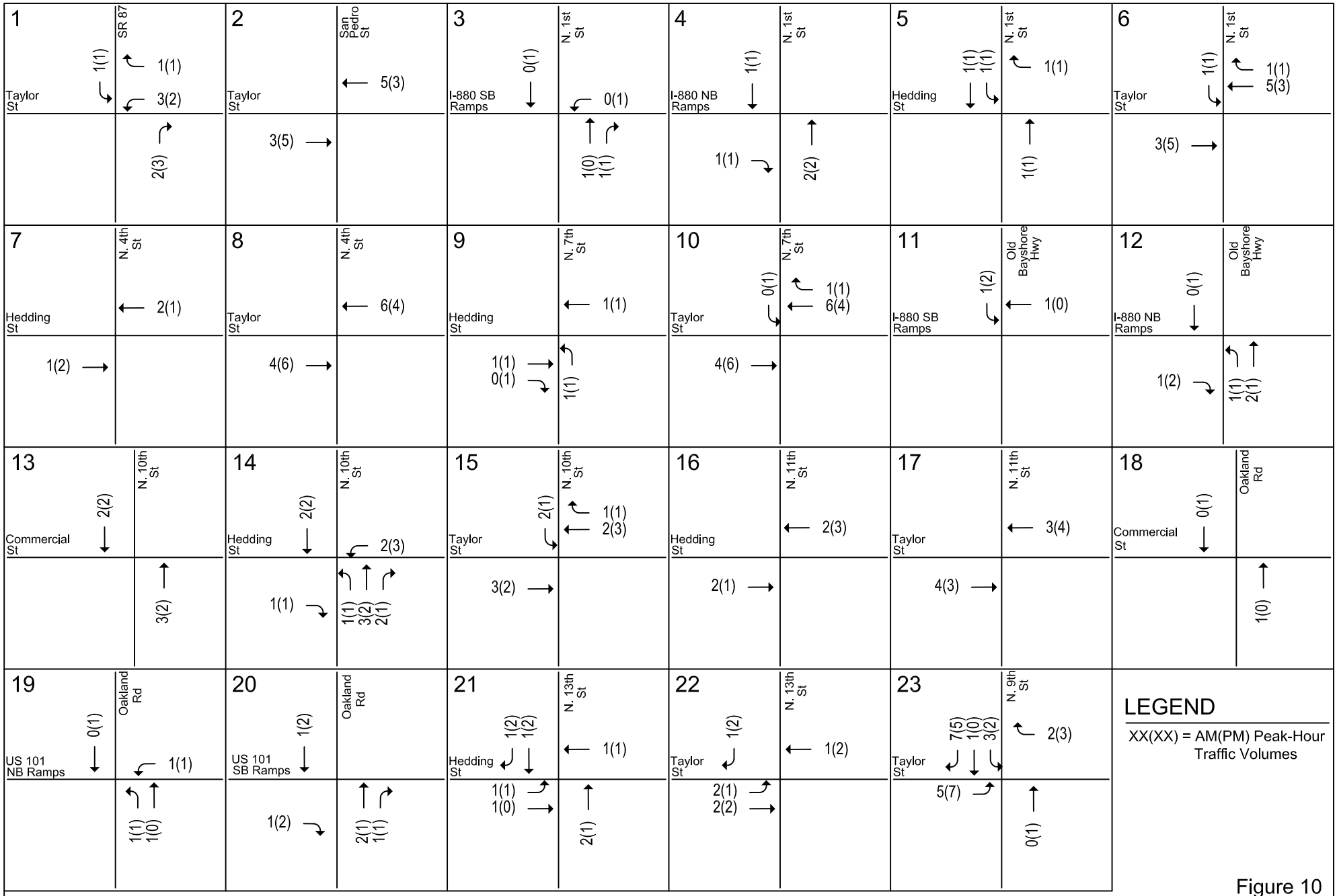


Figure 10

PROJECT TRIP ASSIGNMENT - AFFORDABLE SENIOR HOUSING UNITS

Cannery Park Residential Mixed-Use

Hexagon Transportation Consultants, Inc.

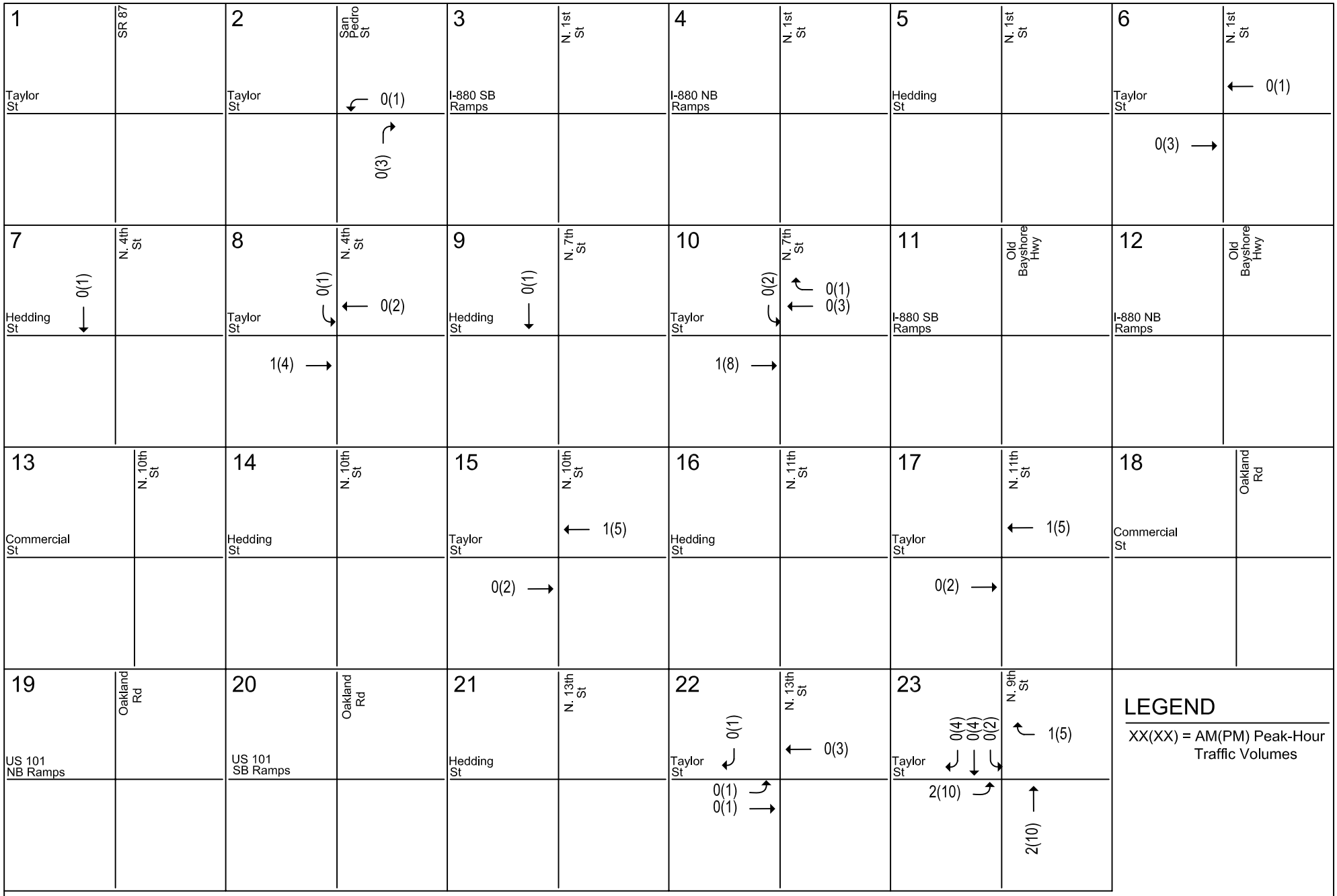


Figure 11

PROJECT TRIP ASSIGNMENT - RESTAURANT

Hexagon Transportation Consultants, Inc.

Cannery Park Residential Mixed-Use

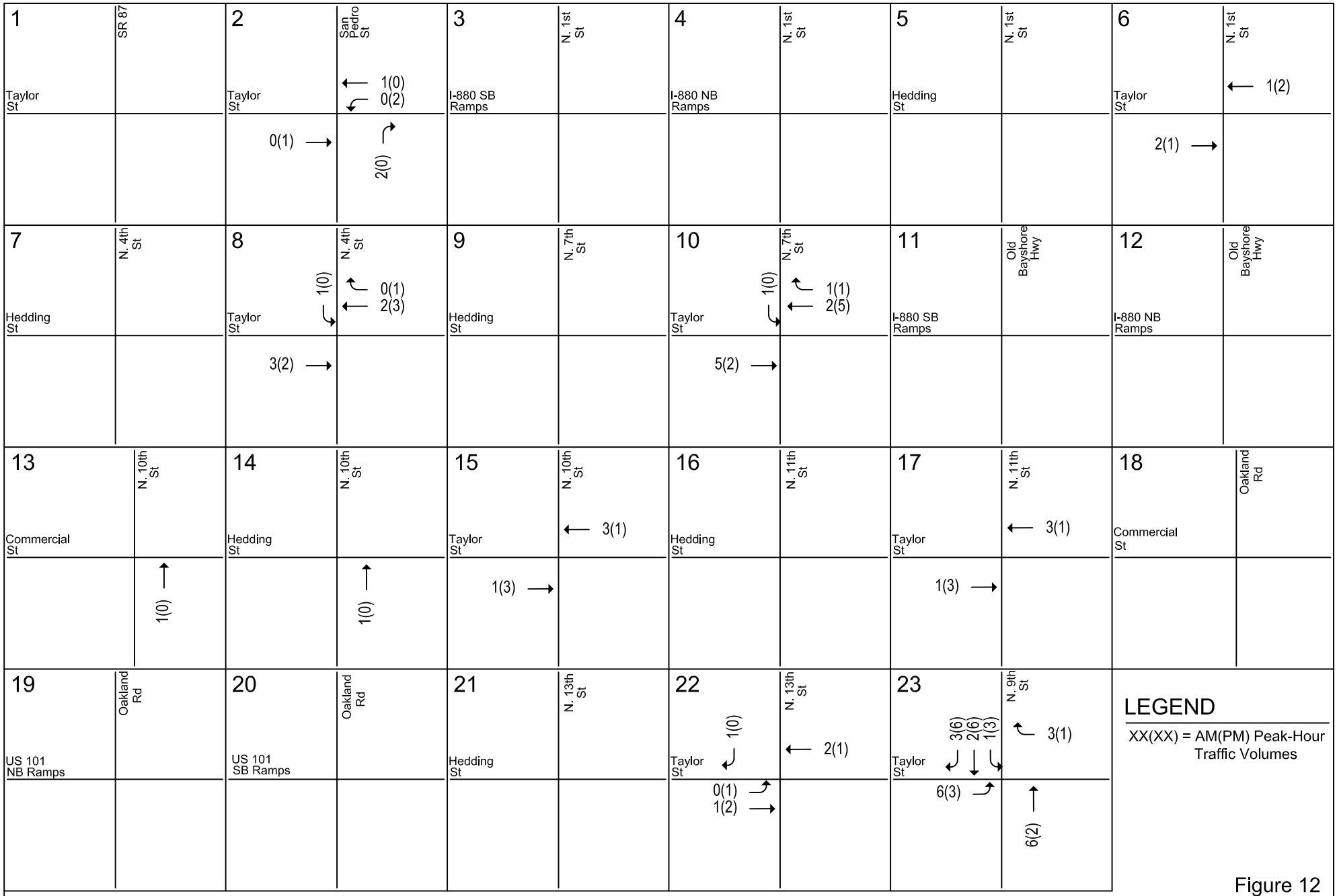


Figure 12

PROJECT TRIP ASSIGNMENT - LIVE/WORK UNITS AND ARTIST STUDIOS

Cannery Park Residential Mixed-Use

Hexagon Transportation Consultants, Inc.

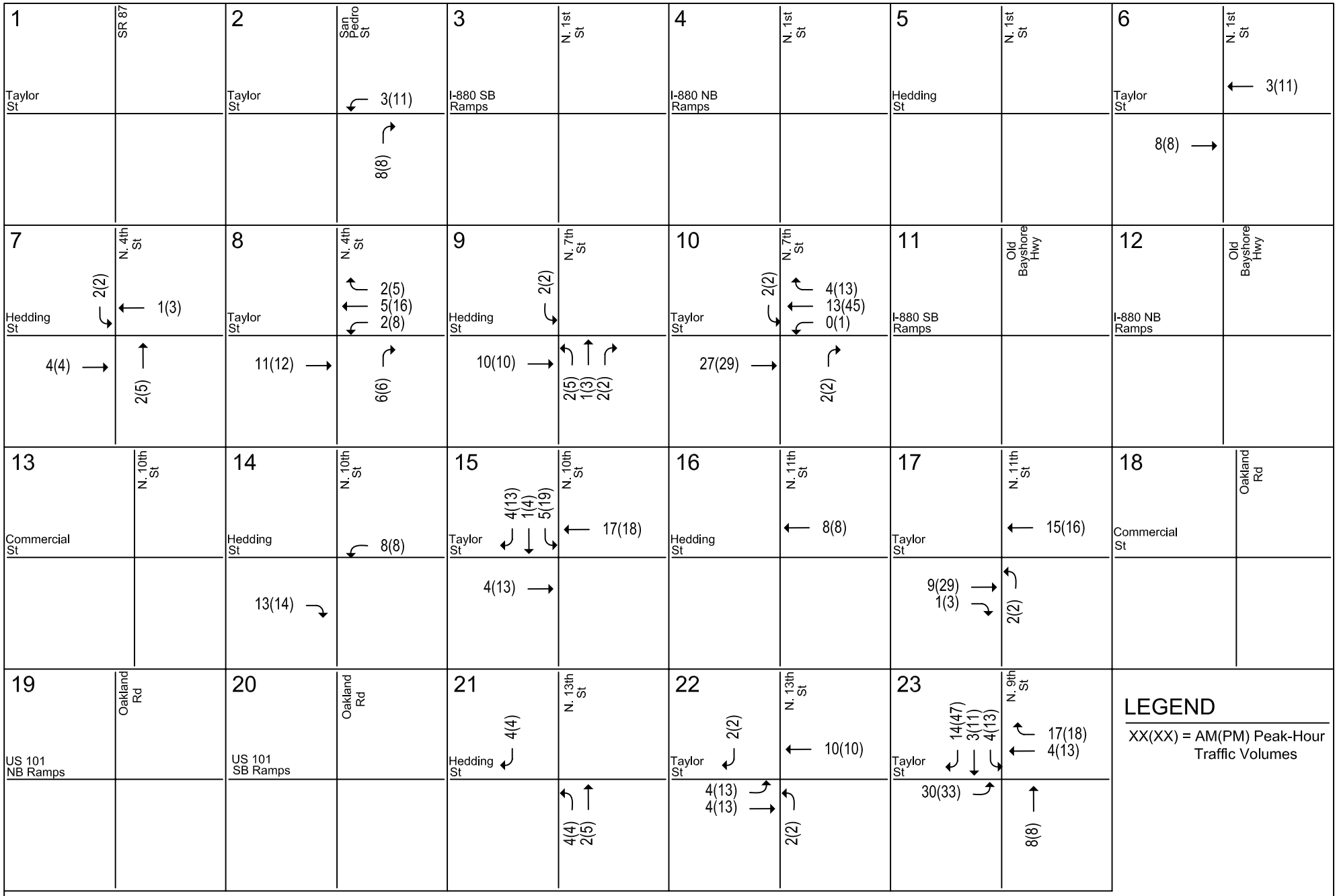


Figure 13

EXISTING COMMERCIAL USE TRIPS

Cannery Park Residential Mixed-Use

Hexagon Transportation Consultants, Inc.

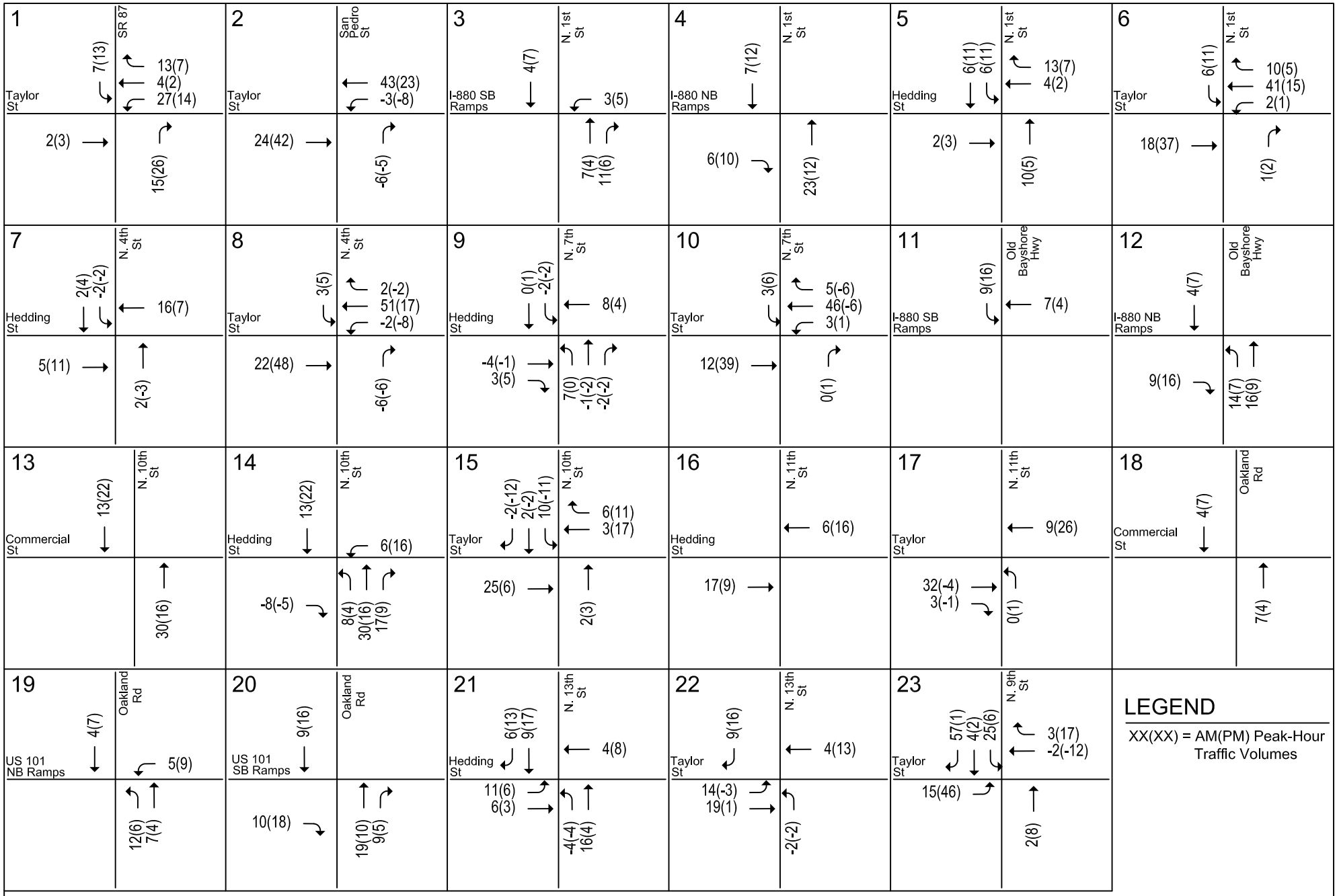


Figure 14

NET PROJECT TRIP ASSIGNMENT

Cannery Park Residential Mixed-Use

Hexagon Transportation Consultants, Inc.

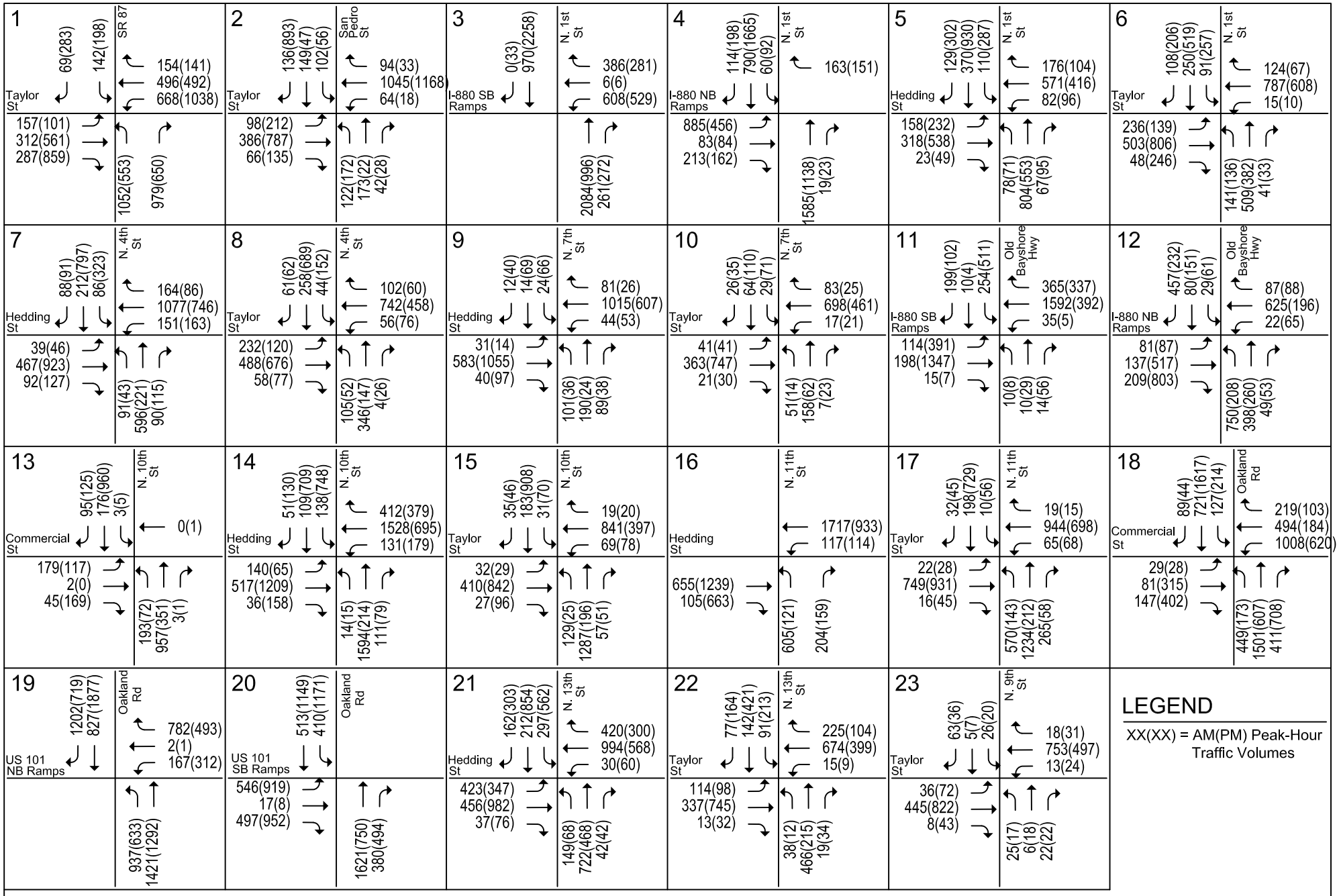


Figure 15

PROJECT TRAFFIC VOLUMES

Cannery Park Residential Mixed-Use

Hexagon Transportation Consultants, Inc.

Significant Project Impacts

Intersection 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 (CSJ) and CMP level of service impact criteria, five study intersections would be significantly impacted by the project:

North First Street and Taylor Street (PM peak hour) – CSJ Impact
North Tenth Street and Hedding Street (AM and PM peak hours) – CSJ Impact
North Eleventh Street and Taylor Street (AM peak hour) – CSJ Impact
Oakland Road and US 101 Southbound Ramps (PM peak hour) – CSJ and CMP Impact
North Thirteenth Street and Hedding Street (AM peak hour) – CSJ Impact

North First Street and Taylor Street

Impact: This intersection would operate at 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 2.1 percent (more than 0.5 percent). Based on the City of San Jose level of service impact criteria for protected intersections, this constitutes a significant project impact.

Mitigation: Protected Intersection Traffic Impact Fee

North Tenth Street and Hedding Street

Impact: This intersection would operate at LOS E during both the AM and PM peak hours under background conditions, and the added trips as a result of the project would cause the V/C ratio to increase by 0.9 percent during the AM peak hour and 1.5 percent during the PM peak hour (more than 0.5 percent in both cases). Based on the City of San Jose level of service impact criteria for protected intersections, this constitutes a significant project impact.

Mitigation: Protected Intersection Traffic Impact Fee

North Eleventh Street and Taylor Street

Impact: This intersection would operate at LOS F 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 2.2 percent (more than 0.5 percent). Based on the City of San Jose level of service impact criteria for protected intersections, this constitutes a significant project impact.

Mitigation: Protected Intersection Traffic Impact Fee

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	51.2	D	53.0	D	3.8	0.011
		PM	41.8	D	42.5	D	1.4	0.005
2	San Pedro St and Taylor St	AM	40.6	D	40.4	D	-0.1	0.012
		PM	39.6	D	39.6	D	0.2	0.007
3	N First St and I-880 SB Ramps (CMP)	AM	42.3	D	42.9	D	1.0	0.003
		PM	19.1	B	19.2	B	0.1	0.003
4	N First St and I-880 NB Ramps (CMP)	AM	23.9	C	24.1	C	0.3	0.007
		PM	15.9	B	15.9	B	0.0	0.004
5	N First St and Hedding St	AM	36.5	D	36.8	D	0.4	0.012
		PM	37.7	D	37.8	D	0.3	0.011
6	N First St and Taylor St (P)	AM	53.1	D	53.9	D	1.3	0.020
		PM	96.4	F	**103.0**	**F**	**5.1**	**0.021**
7	N Fourth St and Hedding St (P)	AM	40.1	D	40.0	D	-0.1	0.004
		PM	44.8	D	44.8	D	0.1	0.004
8	N Fourth St and Taylor St	AM	36.9	D	37.5	D	3.2	0.021
		PM	30.1	C	30.5	C	0.7	0.028
9	N Seventh St and Hedding St	AM	14.2	B	14.4	B	0.2	0.006
		PM	8.9	A	8.8	A	-0.1	0.001
10	N Seventh St and Taylor St	AM	8.4	A	8.4	A	0.0	0.027
		PM	7.6	A	7.8	A	0.2	0.026
11	Old Bayshore Hwy and I-880 SB Ramps	AM	32.1	C	32.6	C	0.7	0.008
		PM	38.7	D	39.4	D	1.0	0.010
12	Old Bayshore Hwy and I-880 NB Ramps	AM	34.6	C	34.9	C	0.4	0.009
		PM	17.6	B	17.7	B	0.2	0.010
13	N Tenth St and Commercial St	AM	21.4	C	21.5	C	0.1	0.013
		PM	22.5	C	22.6	C	0.2	0.012
14	N Tenth St and Hedding St (P)	AM	74.8	E	**77.0**	**E**	**3.3**	**0.009**
		PM	55.5	E	**58.0**	**E**	**3.7**	**0.015**
15	N Tenth St and Taylor St (P)	AM	39.4	D	39.7	D	0.5	0.008
		PM	65.8	E	66.3	E	0.7	0.002
16	N Eleventh St and Hedding St	AM	28.7	C	28.8	C	0.1	0.002
		PM	10.8	B	10.7	B	-0.1	0.003
17	N Eleventh St and Taylor St (P)	AM	96.6	F	**102.1**	**F**	**10.4**	**0.022**
		PM	78.1	E	77.3	E	-0.4	-0.001
18	Oakland Rd and Commercial St	AM	122.3	F	122.8	F	1.0	0.002
		PM	66.5	E	66.7	E	0.3	0.001
19	Oakland Rd and US 101 NB Ramps (CMP)	AM	231.8	F	233.4	F	3.3	0.007
		PM	104.7	F	106.3	F	2.5	0.006
20	Oakland Rd and US 101 SB Ramps (CMP)	AM	36.5	D	37.3	D	1.4	0.012
		PM	104.2	F	**107.6**	**F**	**6.4**	**0.015**
21	N Thirteenth St and Hedding St (P)	AM	62.0	E	**63.3**	**E**	**1.9**	**0.010**
		PM	41.8	D	41.8	D	0.3	0.005
22	N Thirteenth St and Taylor St	AM	18.2	B	18.2	B	0.2	0.002
		PM	17.5	B	18.0	B	0.8	0.011

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

Oakland Road and US 101 Southbound Ramps

Impact: This intersection would operate at LOS F during the PM peak hour under background conditions, and the added trips as a result of the project would cause the average critical delay to increase by 6.4 seconds (more than four seconds) and the V/C ratio to increase by 1.5 percent (more than one percent). Based on the City of San Jose and CMP level of service impact criteria, this constitutes a significant project impact.

Mitigation: Participation in the US 101/Oakland/Mabury TDP Traffic Impact Fee Program

North Thirteenth Street and Hedding Street

Impact: This intersection would operate at 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 1.0 percent (more than 0.5 percent). Based on the City of San Jose level of service impact criteria for protected intersections, this constitutes a significant project impact.

Mitigation: Protected Intersection Traffic Impact Fee

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

Protected Intersection Impact Requirements

The impacted study intersections of North First Street/Taylor Street, North Tenth Street/Hedding Street, North Eleventh Street/Taylor Street, and North Thirteenth Street/Hedding 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 on other transportation modes (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 is projected to have significant traffic impacts at a designated Protected Intersection, the project is not required in that particular instance to provide further vehicular capacity-enhancing improvements to the protected intersection in order for the City to find project conformance with the General Plan. Instead, the project may be found to be in conformance with the General Plan and 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 located within the area affected by the project’s vehicular traffic impacts.

The improvements made to the Citywide transportation system may include enhancements to pedestrian, bicycle, and transit facilities, as well as neighborhood traffic calming measures and other roadway improvements. The City typically 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. The applicant must submit improvement plans to the City of San Jose Department of Public Works for review

and approval. Community outreach should occur in conjunction with the project review and approval process. Specific improvements can be finalized during the subsequent planning permit stages.

The LOS Policy has established that the value of off-setting improvements should be equal to $2,000 per net peak hour project trip for one protected intersection impact and $3,000 per net peak hour project trip for multiple protected intersection impacts to fund alternative transportation improvements. 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. Since the project impacts four protected intersections, the estimated project cost is $3,000 times 190 AM peak hour trips, plus a 3.5 percent annual cost escalation adjustment.

Estimated Protected Intersection Traffic Impact Fee: $3,000 x 190 AM peak hour trips = $570,000

If an applicant for a project found to have a significant impact on one or more protected intersections chooses not to construct other transportation system improvements, the other alternative method available for finding that project consistent with the General Plan would be to reduce the size of the proposed project, such that it would no longer result in a significant impact to any protected intersection. If an applicant chooses not to implement other transportation system improvements, or to reduce the project size in order to eliminate the significant LOS impact at the protected intersection, then the project could not be found to be consistent with the City's General Plan and could not be approved. In this instance, the project would have a significant unavoidable CEQA impact with no possibility for overriding considerations.

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, which are due primarily 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 result of the City Council's approval of the US 101/Oakland/Mabury TDP is a change to the normal sequence of events, allowing 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. As part of the new Policy, a fee to fund the planned interchange improvements has been adopted. Any project that would add traffic to the US 101/Oakland Road interchange is 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 is based on the number of PM peak hour vehicular trips that would be added to the US 101/ Oakland Road interchange.

Since the proposed Cannery Park residential mixed-use development project would send some PM peak hour trips through the US 101/Oakland Road interchange, the project would be required to pay a fair share contribution toward the planned interchange improvements. Payment of the TDP traffic impact fee also would serve as mitigation for the project, since the project would result in a significant impact at the Oakland Road/US 101 Southbound Ramps study intersection. The TDP traffic impact fee is $30,000 per each new PM peak hour vehicle trip that would be added to the US 101/Oakland Road interchange. The project would be required to pay the traffic impact fee prior to Public Works clearance.

Estimated US 101/Oakland/Mabury TDP Impact Fee: $30,000 x 49 PM peak hour trips = $1,470,000

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 2008 CMP Annual Monitoring Report. The results show that the project would not cause a significant increase in traffic volumes (more than one percent of freeway capacity) on any of the study freeway segments.

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	31	2	4,400	3,922	63.3	F	45	1	1,800	2,162	48.1	E	14	12	0.3%	2	0.1%	*NO*
				PM	67	2	4,400	2,151	16.2	B	70	1	1,800	354	5.1	A	25	21	0.5%	4	0.2%	*NO*
SR 87	Julian St	to Coleman St	NB	AM	25	2	4,400	3,662	73.2	F	46	1	1,800	2,172	47.2	E	14	12	0.3%	2	0.1%	*NO*
				PM	66	2	4,400	2,931	22.2	C	70	1	1,800	144	2.1	A	25	21	0.5%	4	0.2%	*NO*
SR 87	Coleman St	to Taylor St	NB	AM	42	2	4,400	4,212	50.1	E	45	1	1,800	2,162	48.1	E	14	12	0.3%	2	0.1%	*NO*
				PM	67	2	4,400	1,891	14.2	B	70	1	1,800	634	9.1	A	25	21	0.5%	4	0.2%	*NO*
SR 87	Taylor St	to Skyport Dr	NB	AM	51	2	4,400	4,401	43.1	D	66	1	1,800	1,592	24.1	C	13	11	0.2%	2	0.1%	*NO*
				PM	67	2	4,400	2,006	15.1	B	70	1	1,800	211	3.0	A	7	6	0.1%	1	0.1%	*NO*
SR 87	Skyport Dr	to US 101	NB	AM	16	2	4,400	2,991	93.5	F	66	1	1,800	1,652	25.0	C	13	11	0.2%	2	0.1%	*NO*
				PM	66	2	4,400	2,516	19.1	C	70	1	1,800	281	4.0	A	7	6	0.1%	1	0.1%	*NO*
SR 87	US 101	to Skyport Dr	SB	AM	66	2	4,400	3,046	23.1	C	67	1	1,800	271	4.0	A	7	6	0.1%	1	0.1%	*NO*
				PM	8	2	4,400	2,000	125.0	F	70	1	1,800	1,542	22.0	C	12	10	0.2%	2	0.1%	*NO*
SR 87	Skyport Dr	to Taylor St	SB	AM	67	2	4,400	2,136	16.1	B	67	1	1,800	211	3.2	A	7	6	0.1%	1	0.1%	*NO*
				PM	18	2	4,400	3,220	89.4	F	70	1	1,800	842	12.0	B	12	10	0.2%	2	0.1%	*NO*
SR 87	Taylor St	to Coleman Ave	SB	AM	66	2	4,400	2,532	19.2	C	67	1	1,800	474	7.1	A	26	22	0.5%	4	0.2%	*NO*
				PM	14	2	4,400	2,842	101.5	F	70	1	1,800	1,682	24.0	C	14	12	0.3%	2	0.1%	*NO*
SR 87	Coleman Ave	to Julian St	SB	AM	66	2	4,400	3,462	26.2	D	67	1	1,800	144	2.2	A	26	22	0.5%	4	0.2%	*NO*
				PM	32	2	4,400	3,922	61.3	F	70	1	1,800	1,472	21.0	C	14	12	0.3%	2	0.1%	*NO*
SR 87	Julian St	to I-280	SB	AM	67	2	4,400	1,892	14.2	B	67	1	1,800	214	3.2	A	26	22	0.5%	4	0.2%	*NO*
				PM	21	2	4,400	3,372	80.3	F	70	1	1,800	912	13.0	B	14	12	0.3%	2	0.1%	*NO*
US 101	Santa Clara St	to McKee Rd	NB	AM	12	3	6,900	3,864	107.3	F	15	1	1,800	1,461	97.4	F	5	4	0.1%	1	0.0%	*NO*
				PM	67	3	6,900	3,207	16.1	B	70	1	1,800	491	7.0	A	8	7	0.1%	1	0.1%	*NO*
US 101	McKee Rd	to Oakland Rd	NB	AM	22	3	6,900	5,224	79.2	F	30	1	1,800	1,921	64.0	F	5	4	0.1%	1	0.0%	*NO*
				PM	66	3	6,900	4,167	21.0	C	70	1	1,800	421	6.0	A	8	7	0.1%	1	0.1%	*NO*
US 101	Oakland Rd	to I-880	NB	AM	19	3	6,900	4,859	85.2	F	18	1	1,800	1,612	89.5	F	11	9	0.1%	2	0.1%	*NO*
				PM	66	3	6,900	3,775	19.1	C	70	1	1,800	351	5.0	A	6	5	0.1%	1	0.1%	*NO*
US 101	I-880	to Old Bayshore	NB	AM	18	3	6,900	4,815	89.2	F	21	1	1,800	1,681	80.0	F	6	5	0.1%	1	0.1%	*NO*
				PM	67	3	6,900	3,402	17.1	B	70	1	1,800	561	8.0	A	3	2	0.0%	1	0.0%	*NO*
US 101	Old Bayshore	to N. First St	NB	AM	10	3	6,900	3,491	116.4	F	13	1	1,800	1,362	104.8	F	13	11	0.2%	2	0.1%	*NO*
				PM	66	3	6,900	4,566	23.1	C	70	1	1,800	701	10.0	A	7	6	0.1%	1	0.1%	*NO*
US 101	N. First St	to SR 87	NB	AM	18	3	6,900	4,711	87.2	F	18	1	1,800	1,612	89.6	F	13	11	0.2%	2	0.1%	*NO*
				PM	66	3	6,900	3,776	19.1	C	70	1	1,800	701	10.0	A	7	6	0.1%	1	0.1%	*NO*
US 101	SR 87	to De La Cruz Blvd	NB	AM	14	3	6,900	4,182	99.6	F	26	1	1,800	1,824	70.2	F	26	22	0.3%	4	0.2%	*NO*
				PM	66	3	6,900	5,322	27.1	D	70	1	1,800	842	12.0	B	14	12	0.2%	2	0.1%	*NO*
US 101	De La Cruz Blvd	to Montaque / San Tomas	NB	AM	34	3	6,900	6,042	59.2	F	47	1	1,800	2,174	46.3	E	26	22	0.3%	4	0.2%	*NO*
				PM	61	3	6,900	6,602	36.1	D	70	1	1,800	982	14.0	B	14	12	0.2%	2	0.1%	*NO*
US 101	Montague / San Tomas	to De La Cruz Blvd	SB	AM	66	3	6,900	5,162	26.1	D	67	1	1,800	472	7.1	A	14	12	0.2%	2	0.1%	*NO*
				PM	16	3	6,900	4,540	94.6	F	50	1	1,800	2,304	46.1	E	24	20	0.3%	4	0.2%	*NO*
US 101	De La Cruz Blvd	to SR 87	SB	AM	65	3	6,900	6,062	31.1	D	67	1	1,800	612	9.1	A	14	12	0.2%	2	0.1%	*NO*
				PM	34	3	6,900	6,040	59.2	F	70	1	1,800	2,174	31.1	D	24	20	0.3%	4	0.2%	*NO*
US 101	SR 87	to N. First St	SB	AM	67	3	6,900	3,006	15.1	B	67	1	1,800	471	7.0	A	7	6	0.1%	1	0.1%	*NO*
				PM	21	3	6,900	5,050	80.2	F	70	1	1,800	1,752	25.0	C	12	10	0.1%	2	0.1%	*NO*
US 101	N. First St	to Old Bayshore	SB	AM	67	3	6,900	3,006	15.1	B	67	1	1,800	411	6.1	A	7	6	0.1%	1	0.1%	*NO*
				PM	8	3	6,900	3,060	127.5	F	70	1	1,800	2,522	36.0	D	12	10	0.1%	2	0.1%	*NO*
US 101	Old Bayshore	to I-880	SB	AM	66	3	6,900	3,776	19.1	C	67	1	1,800	541	8.1	A	7	6	0.1%	1	0.1%	*NO*
				PM	8	3	6,900	3,040	126.7	F	70	1	1,800	2,522	36.0	D	12	10	0.1%	2	0.1%	*NO*
US 101	I-880	to Oakland Rd	SB	AM	66	3	6,900	3,778	19.1	C	67	1	1,800	542	8.1	A	10	8	0.1%	2	0.1%	*NO*
				PM	10	3	6,900	3,494	116.5	F	50	1	1,800	2,253	45.1	D	17	14	0.2%	3	0.2%	*NO*
US 101	Oakland Rd	to McKee Rd	SB	AM	66	3	6,900	3,777	19.1	C	67	1	1,800	272	4.1	A	9	7	0.1%	2	0.1%	*NO*
				PM	37	3	6,900	6,114	55.1	E	70	1	1,800	2,241	32.0	D	5	4	0.1%	1	0.0%	*NO*
US 101	McKee Rd	to Santa Clara St	SB	AM	67	3	6,900	3,407	17.1	B	67	1	1,800	342	5.1	A	9	7	0.1%	2	0.1%	*NO*
				PM	37	3	6,900	6,114	55.1	E	70	1	1,800	1,401	20.0	C	5	4	0.1%	1	0.0%	*NO*
I-880	Coleman Ave	to SR 87	NB	AM	19	3	6,900	4,917	86.3	F	--	--	--	--	--	--	9	7	0.1%	2	--	*NO*
				PM	55	3	6,900	6,614	40.1	D	--	--	--	--	--	--	17	14	0.2%	3	--	*NO*
I-880	SR 87	to N. 1st St	NB	AM	29	3	6,900	5,757	66.2	F	--	--	--	--	--	--	9	7	0.1%	2	--	*NO*
				PM	63	3	6,900	6,444	34.1	D	--	--	--	--	--	--	17	14	0.2%	3	--	*NO*
I-880	N. 1st St	to US 101	NB	AM	19	3	6,900	4,857	85.2	F	--	--	--	--	--	--	9	7	0.1%	2	--	*NO*
				PM	58	3	6,900	6,627	38.1	D	--	--	--	--	--	--	9	7	0.1%	2	--	*NO*
I-880	US 101	to E. Brokaw Rd	NB	AM	27	3	6,900	5,602	69.2	F	--	--	--	--	--	--	14	12	0.2%	2	--	*NO*
				PM	64	3	6,900	6,350	33.1	D	--	--	--	--	--	--	12	10	0.1%	2	--	*NO*
I-880	E. Brokaw Rd	to US 101	SB	AM	65	3	6,900	5,670	29.1	D	--	--	--	--	--	--	12	10	0.1%	2	--	*NO*
				PM	14	3	6,900	4,212	100.3	F	--	--	--	--	--	--	14	12	0.2%	2	--	*NO*
I-880	US 101	to N. 1st St	SB	AM	64	3	6,900	6,348	33.1	D	--	--	--	--	--	--	10	8	0.1%	2	--	*NO*
				PM	12	3	6,900	3,827	106.3	F	--	--	--	--	--	--	9	7	0.1%	2	--	*NO*
I-880	N. 1st St	to SR 87	SB	AM	64	3	6,900	6,164	32.1	D	--	--	--	--	--	--	17	14	0.2%	3	--	*NO*
				PM	23	3	6,900	5,327	77.2	F	--	--	--	--	--	--	9	7	0.1%	2	--	*NO*
I-880	SR 87	to Coleman Ave	SB	AM	55	3	6,900	6,614	40.1	D	--	--	--	--	--	--	17	14	0.2%	3	--	*NO*
				PM	23	3	6,900	5,327	77.2	F	--	--	--	--	--	--	9	7	0.1%	2	--	*NO*

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008.

5.
Other Transportation Issues

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

- Operations analysis – vehicle queuing and storage at selected intersections and freeway off-ramps
- Freeway on-ramp metering evaluation
- Unsignalized intersection analysis
- Site access
- Parking supply
- Potential impacts to transit, pedestrian and bicycle facilities

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 some 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 were found to have inadequate storage capacity under project conditions:

North First Street and Hedding Street – Southbound left-turn movement (PM)
North First Street and Taylor Street – Southbound left-turn movement (PM)
North Tenth Street and Hedding Street – Westbound left-turn movement (PM)
Oakland Road and US 101 Northbound Ramps – Northbound left-turn movement (AM)
North Thirteenth Street and Hedding Street – Eastbound left-turn movement (AM)

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 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 375 feet of vehicle storage. Thus, an additional 225 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 physical 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 400 feet of vehicle storage. Thus, an additional 175 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 physical improvements to this intersection.

Table 9
Vehicle Queuing and Storage Capacity at Intersections – AM Peak Hour

Measurement	SR 87 / Taylor St WBL AM	Old Bayshore Hwy / I-880 NB Ramps NBL AM	N Tenth St / Taylor St SBL AM	Oakland Rd / US 101 NB Ramps NBL AM	N Thirteenth St / Hedding St EBL AM	N Thirteenth St / Taylor St EBL AM	N Ninth St / Taylor St SBL AM	N Ninth St / Taylor St EBL AM
Existing								
Cycle/Delay[1] (sec)	96	106	70	116	137	65	16.0	8.9
Volume (vphpl)	293	370	15	491	342	71	6	17
Avg. Queue (veh/ln.)	7.8	10.9	0.3	15.8	13.0	1.3	0.1	0.1
Avg. Queue[2] (ft./ln)	195	272	7	396	325	32	3	3
95th %. Queue (veh/ln.)	13	17	1	23	19	3	1	1
95th %. Queue (ft./ln)	325	425	25	575	475	75	25	25
Storage (ft./ ln.)	475	150	N/A [4]	150	250	150	--	--
Adequate (Y/N)	Y	Y [3]	Y	**N**	**N**	Y	--	--
Background								
Cycle/Delay[1] (sec)	96	106	100	116	137	65	20.1	9.3
Volume (vphpl)	321	480	22	886	189	99	9	21
Avg. Queue (veh/ln.)	8.6	14.1	0.6	28.5	7.2	1.8	0.1	0.1
Avg. Queue[2] (ft./ln)	214	353	15	714	180	45	3	1
95th %. Queue (veh/ln.)	14	21	2	38	12	4	1	1
95th %. Queue (ft./ln)	350	525	50	950	300	100	25	25
Storage (ft./ ln.)	475	150	150 [4]	150	250	150	--	--
Adequate (Y/N)	Y	Y [3]	Y	**N**	**N**	Y	--	--
Project								
Cycle/Delay[1] (sec)	96	106	100	116	137	65	29.9	9.4
Volume (vphpl)	334	489	31	898	194	113	94	36
Avg. Queue (veh/ln.)	8.9	14.4	0.9	28.9	7.4	2.0	0.8	0.1
Avg. Queue[2] (ft./ln)	223	360	22	723	185	51	20	2
95th %. Queue (veh/ln.)	14	21	3	38	12	5	2	1
95th %. Queue (ft./ln)	350	525	75	950	300	125	50	25
Storage (ft./ ln.)	475	150	150 [4]	150	250	150	--	--
Adequate (Y/N)	Y	Y [3]	Y	**N**	**N**	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] Although there is only 150 feet of striping, North Tenth Street provides more than adequate vehicle storage.

[4] Assumes a 150 foot southbound left-turn pocket on North Tenth Street with the future North Tenth Street/North Eleventh Street couplet conversion.

Table 10
Vehicle Queuing and Storage Capacity at Intersections – PM Peak Hour

Measurement	SR 87 / Taylor St WBL PM	N First St / Hedding St SBL PM	N First St / Taylor St SBL PM	N Tenth St / Hedding St WBL PM	N Ninth St / Taylor St EBL PM
Existing					
Cycle/Delay[1] (sec)	90	118	151	100	8.2
Volume (vphpl)	495	198	180	220	21
Avg. Queue (veh/ln.)	12.4	6.5	7.6	6.1	0.1
Avg. Queue[2] (ft./ln)	309	162	189	153	3
95th %. Queue (veh/ln.)	18	11	12	10	1
95th %. Queue (ft./ln)	450	275	300	250	25
Storage (ft./ ln.)	475	150	225	125	--
Adequate (Y/N)	Y	**N**	**N**	**N**	--
Background					
Cycle/Delay[1] (sec)	90	118	151	110	8.5
Volume (vphpl)	512	276	242	159	25
Avg. Queue (veh/ln.)	12.8	9.0	10.2	4.9	0.1
Avg. Queue[2] (ft./ln)	320	226	254	121	1
95th %. Queue (veh/ln.)	19	14	16	9	1
95th %. Queue (ft./ln)	475	350	400	225	25
Storage (ft./ ln.)	475	150	225	125	--
Adequate (Y/N)	Y	**N**	**N**	**N**	--
Project					
Cycle/Delay[1] (sec)	90	118	151	110	8.7
Volume (vphpl)	519	287	253	175	72
Avg. Queue (veh/ln.)	13.0	9.4	10.6	5.3	0.2
Avg. Queue[2] (ft./ln)	324	235	265	134	4
95th %. Queue (veh/ln.)	19	15	16	9	1
95th %. Queue (ft./ln)	475	375	400	225	25
Storage (ft./ ln.)	475	150	225	125	--
Adequate (Y/N)	Y	**N**	**N**	**N**	--

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

North Tenth Street and Hedding Street

The estimated maximum vehicle queue for the westbound left-turn movement at the intersection of North Tenth Street and Hedding Street would exceed the existing vehicle storage capacity of 125 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 westbound left-turn vehicle queue would require a maximum of 225 feet of vehicle storage. Thus, an additional 100 feet of westbound left-turn vehicle storage would be needed at this intersection. Extending the westbound left-turn pocket would require re-striping only.

Oakland Road and US 101 Northbound Ramps

The estimated maximum vehicle queues for the northbound left-turn movement at the intersection of Oakland Road and US 101 northbound ramps would exceed the existing vehicle storage capacity of 150 feet during the AM peak hour under both background and project conditions. The addition of a second northbound left-turn lane on Oakland Road is proposed as mitigation by the San Jose Flea Market project. This improvement would be funded and implemented either with approval of the Flea Market project or via the approved US 101/Oakland/Mabury Transportation Development Policy (TDP).

North Thirteenth Street and Hedding Street

The estimated maximum vehicle queues for the eastbound left-turn movement at the intersection of North Thirteenth Street and Hedding Street would exceed the vehicle storage capacity during the AM peak hour under both background and project conditions, assuming a 250-foot dual left-turn pocket. As discussed in Chapter 3, funding for a second eastbound left-turn lane would come from the North San Jose traffic impact fee (background roadway improvement). Based on the left-turn queuing analysis, the planned eastbound dual left-turn pocket should be at least 300 feet in length in order to accommodate the estimated vehicle queues that would occur under project conditions.

Vehicle Queuing and Storage Capacity on Freeway Off-Ramps

Vehicle queuing on selected SR 87, US 101 and I-880 off-ramps serving the project study area were analyzed for project conditions using the Poisson probability distribution. Tables 11 and 12 show that the existing vehicle storage on the 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.

For all of the freeway off-ramps that were analyzed, the project would increase the 95th percentile vehicle queues on the off-ramps by no more than one vehicle length at every off-ramp location that was analyzed. Therefore, it can be concluded that the project would have very little effect on the operation of the SR 87, US 101 and I-880 off-ramps.

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

	SR 87 Off-Ramps to Taylor Street				US 101 NB Off-Ramp to Oakland Road		US 101 SB Off-Ramp to Oakland Road	
	NBR		SBL		WBL		EBR	
	AM	PM	AM	PM	AM	PM	AM	PM
Existing								
Cycle/Delay[1] (sec)	96	90	96	90	116	80	116	80
Volume (vphpl)	927	571	126	168	86	211	303	556
Avg. Queue (veh/ln.)	24.7	14.3	3.4	4.2	2.8	4.7	9.8	12.4
Avg. Queue[2] (ft./ln)	618	357	84	105	69	117	244	309
95th %. Queue (veh/ln.)	33	21	7	8	6	8	15	18
95th %. Queue (ft./ln)	825	525	175	200	150	200	375	450
Storage (ft./ ln.)[3]	1150	1150	650	650	450	450	550	550
Adequate (Y/N)[3]	Y	Y	Y	Y	Y	Y	Y	Y
Background								
Cycle/Delay[1] (sec)	96	90	96	90	116	80	116	80
Volume (vphpl)	964	624	135	185	152	301	472	906
Avg. Queue (veh/ln.)	25.7	15.6	3.6	4.6	4.9	6.7	15.2	20.1
Avg. Queue[2] (ft./ln)	643	390	90	116	122	167	380	503
95th %. Queue (veh/ln.)	34	22	7	8	9	11	22	28
95th %. Queue (ft./ln)	850	550	175	200	225	275	550	700
Storage (ft./ ln.)[3]	1150	1150	650	650	450	450	550	550
Adequate (Y/N)[3]	Y	Y	Y	Y	Y	Y	Y	Y
Project								
Cycle/Delay[1] (sec)	96	90	96	90	116	80	116	80
Volume (vphpl)	979	650	142	198	157	310	482	924
Avg. Queue (veh/ln.)	26.1	16.3	3.8	5.0	5.1	6.9	15.5	20.5
Avg. Queue[2] (ft./ln)	653	406	95	124	126	172	388	513
95th %. Queue (veh/ln.)	35	23	7	9	9	11	22	28
95th %. Queue (ft./ln)	875	575	175	225	225	275	550	700
Storage (ft./ ln.)[3]	1150	1150	650	650	450	450	550	550
Adequate (Y/N)[3]	Y	Y	Y	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] Storage measurements based on turn pocket striping only. All of the freeway off-ramps provide more than adequate vehicle storage.

Table 12
Vehicle Queuing and Storage Capacity on I-880 Off-Ramps

	I-880 SB Off-Ramp to North First Street		I-880 NB Off-Ramp to North First Street		I-880 SB Off-Ramp to Old Bayshore Hwy		I-880 NB Off-Ramp to Old Bayshore Hwy	
	WBL		EBR		SBL		SBT	
	AM	PM	AM	PM	AM	PM	AM	PM
Existing								
Cycle/Delay[1] (sec)	87	87	87	87	163	131	106	82
Volume (vphpl)	215	206	146	96	201	370	69	140
Avg. Queue (veh/ln.)	5.2	5.0	3.5	2.3	9.1	13.5	2.0	3.2
Avg. Queue[2] (ft./ln)	130	124	88	58	228	337	51	80
95th %. Queue (veh/ln.)	9	9	7	5	14	20	5	6
95th %. Queue (ft./ln)	225	225	175	125	350	500	125	150
Storage (ft./ ln.)[3]	200	200	400	400	700	700	550	550
Adequate (Y/N)[3]	Y	Y	Y	Y	Y	Y	Y	Y
Background								
Cycle/Delay[1] (sec)	87	87	87	87	163	131	106	82
Volume (vphpl)	273	246	184	146	237	454	76	144
Avg. Queue (veh/ln.)	6.6	5.9	4.4	3.5	10.7	16.5	2.2	3.3
Avg. Queue[2] (ft./ln)	165	149	111	88	268	413	56	82
95th %. Queue (veh/ln.)	11	10	8	7	16	23	5	6
95th %. Queue (ft./ln)	275	250	200	175	400	575	125	150
Storage (ft./ ln.)[3]	200	200	400	400	700	700	550	550
Adequate (Y/N)[3]	Y	Y	Y	Y	Y	Y	Y	Y
Project								
Cycle/Delay[1] (sec)	87	87	87	87	163	131	106	82
Volume (vphpl)	274	248	190	156	246	470	80	151
Avg. Queue (veh/ln.)	6.6	6.0	4.6	3.8	11.1	17.1	2.4	3.4
Avg. Queue[2] (ft./ln)	166	150	115	94	278	428	59	86
95th %. Queue (veh/ln.)	11	10	8	7	17	24	5	7
95th %. Queue (ft./ln)	275	250	200	175	425	600	125	175
Storage (ft./ ln.)[3]	200	200	400	400	700	700	550	550
Adequate (Y/N)[3]	Y	Y	Y	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] Storage measurements based on turn pocket striping only. All of the freeway off-ramps provide more than adequate vehicle storage.

Freeway On-Ramp Metering

The following freeway on-ramps currently are metered during the AM peak commute period:

- SR 87 northbound on-ramp from Taylor Street
- US 101 northbound on-ramp from Oakland Road
- US 101 northbound on-ramp from Old Bayshore Highway
- I-880 northbound on-ramp from Old Bayshore Highway
- I-880 northbound on-ramp from North First Street

The project would add 16 AM peak hour trips or fewer to each of the freeway on-ramps listed above. Based on the low number of vehicle trips that the project would add to these metered on-ramps, it was estimated that the addition of project would have very little effect on the vehicle queues and delay at these on-ramps. Thus, it was determined that a more detailed vehicle queuing and delay analysis of metered on-ramps was not necessary.

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 Ninth 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 an evaluation of vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable depending on existing field conditions.

Vehicle Queuing and Delay

The results of the unsignalized intersection analysis show that the worst-movement approach of the North Ninth Street and Taylor Street intersection would operate at LOS E during the AM peak hour and LOS F during the PM peak hour under project conditions. The poor levels of service are due to the excessive vehicle delays that would occur for the north and south approaches of the intersection. During both the AM and PM peak commute periods, the opposing eastbound and westbound traffic volumes on Taylor Street would make it difficult for northbound and southbound vehicles to cross Taylor Street or to turn left onto eastbound or westbound Taylor Street from either North Ninth Street approach. Left turns or through movements from the driveway would be more difficult than right turns because they would require gaps in traffic in both directions of travel. If there are insufficient gaps for drivers to turn out of the site, then long vehicle delays could occur. At some point, the delays could become too great and some drivers would begin to seek alternate routes. The most obvious option would be to turn right from either North Ninth Street approach and utilize one of the adjacent signalized intersections instead: North Tenth Street/Taylor Street or North Seventh Street/Taylor Street.

It should be noted that the excessive vehicle delays for the north and south approaches to the intersection would only occur during the peak commute periods and would not present a problem the remainder of the

day. Also important to note is that the vehicle delays for the side street (North Ninth Street) is an operational issue only and is not considered a significant project impact.

During the AM peak hour, the outbound vehicle queuing on site at the Taylor Street project driveway is estimated to be only two vehicles under the worst case 95th percentile queue condition. During the PM peak hour, the inbound vehicle queuing for the eastbound left-turn movement from Taylor Street at this driveway is estimated to be only one vehicle under the worst case 95th percentile queue condition. Based on the short vehicle queues that are estimated to occur at this driveway under project conditions for both inbound and outbound movements, no significant operational issues are expected to occur at this driveway location during the peak periods of traffic. However, according to the results of the unsignalized intersection level of service analysis vehicle delays for the left-turn outbound movement from this project driveway could be excessive.

Signal Warrant

A peak hour signal warrant check (*MUTCD 2003 Edition*, Part 4, Warrant 3) was performed for the unsignalized study intersection of North Ninth 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 unsignalized intersection level of service calculation sheets and signal warrant worksheet are included in Appendix E.

Site Access

Below is a description of site access and circulation, as well as a vehicle queuing analysis at the North Tenth Street project driveways based on estimated traffic volumes under project conditions.

Access to the project site would be provided via North Tenth Street and Taylor Street. The site plan proposes two project driveways. A driveway on North Tenth Street would provide resident access to the at-grade parking garage. A second driveway on Taylor Street (existing abandoned North Ninth Street) would provide access to the open parking areas, as well as provide access to the existing Gordon Biersch Brewery service entrance. The open parking areas would mainly serve restaurant patrons, residents of the affordable rental units, artist studio users, and other site visitors.

Geometric Driveway and Drive Aisle Design

Both project driveways are proposed as 26 feet wide measured at the throat. The Institute of Transportation Engineers (ITE)/City standard for minimum driveway width is 24 feet. The surface lot drive aisle is shown to be 26 feet wide, which is the City's standard for drive aisle width where 90-degree parking is provided. Thus, the proposed driveway and drive aisle widths are adequate.

Vehicle Queuing at the Project Driveways

Adequate storage must be provided at all project driveways to (1) prevent exiting vehicles from queuing on-site and blocking parking stalls, and (2) prevent entering vehicles from spilling back onto the public street. A queuing analysis was conducted to estimate the projected maximum vehicle queues for the project driveways.

During the AM peak hour, the outbound vehicle queues at the North Tenth Street and Taylor Street driveways are estimated to be two vehicles under the worst case 95th percentile queue condition.

During the PM peak hour, the inbound vehicle queues for the northbound left-turn movement at both driveways are estimated to be only one vehicle under the worst case 95th percentile queue condition. Based on the short vehicle queues that are estimated to occur at the driveways under project conditions, it can be concluded that both driveways would operate adequately during the peak periods of traffic.

Sight Distance at Project Driveways

The project driveways should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on North Tenth Street and Taylor Street. Landscaping and parking should not conflict with a driver's ability to locate a gap in traffic. Adequate corner sight distance (sight distance triangles) should be provided at both site driveways in accordance with Caltrans standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way.

Sight distance requirements vary depending on the roadway speeds. For example, for roadways which have a posted speed limit of 30 mph, the Caltrans standard corner sight distance is 350 feet. Thus, according to Caltrans design standards, a driver exiting from a driveway should be able to see 350 feet down the street in both directions in order to safely complete a turn onto a 30 mph street. It should be noted, however, that the Caltrans corner sight distance requirement is considered ideal design and is most applicable to heavy volume state highways. In many situations, this standard is not feasible. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. For roadways with a posted speed limit of 30 mph, the Caltrans stopping sight distance is 200 feet. This design approach would be more appropriate for this project.

Truck Access

Though not shown on the site plan, it was assumed that all loading and unloading, including waste removal, would occur on-site via the Taylor Street driveway. Vehicles performing the function of waste removal are typically SU-30 type. Some of these truck types would require the use of the entire driveway and drive aisle width while maneuvering; however, this is typical for many developments. Large trucks could easily turn into the Taylor Street project driveway when an exiting vehicle is not present. The proposed truck turnaround would be adequate to serve the types of trucks (including emergency vehicles) that would access the site. Given the low inbound and outbound volumes and the infrequency of truck trips at the driveway, the current design would be adequate to serve the project. The ITE suggested minimum design for driveways with two lanes is a 30-foot throat width with a corresponding curb radius of 15 feet, which would allow a large truck to enter and a passenger vehicle to exit simultaneously.

Parking Supply Analysis

The project proposes to provide 737 off-street parking spaces, including 531 podium garage and 206 surface spaces. The project also proposes 39 on-street spaces. Parking for residents of the mixed-use development would be located in the podium garage and would be assigned parking for residents only. The open parking areas would mainly serve restaurant patrons, residents of the affordable rental units, artist studio users, and other visitors. A portion of the surface lot would contain assigned tandem parking.

Project Parking Requirements

Based on applying the City of San Jose parking ratios to the number of market rate condominiums, the project parking requirements are as follows:

- One bdrm market rate units @ 1.5 spaces per unit: 69 one bdrm units x 1.5 = 104 spaces required
- Two bdrm market rate units @ 1.8 spaces per unit: 180 two bdrm units x 1.8 = 324 spaces required
- Three bdrm market rate units @ 2.0 spaces per unit: 69 three bdrm units x 2.0 = 138 spaces required

This equates to 566 off-street parking spaces that are required for the 318 market rate condominiums.

The City of San Jose requires that a project provide 1 parking space per 250 square feet (s.f.) of commercial space for live/work units. Additional parking for the residential component of the live/work units above what is required for the commercial use is not required. Based on applying the City of San Jose parking ratio to the number of live/work units that are proposed, the project parking requirement is as follows:

- 14 live/work units with 16,660 s.f. of commercial space @ 1 space per 250 s.f. = 67 off-street spaces required

Based on applying the City of San Jose parking ratio to the 71 affordable senior housing units, the project parking requirement is as follows:

- 1.0 space per senior unit: 71 units x 1.0 space = 71 off-street spaces required

Based on applying the City of San Jose parking requirements for commercial space to the proposed artist studios, the project parking requirement is as follows:

- 8,500 s.f. of artist studio space @ 1 space per 250 s.f. = 34 off-street spaces required

For public eating establishments, the City of San Jose requires that a project provide either 1 parking space per 2.5 seats or 1 parking space per 40 square feet (s.f.) of dining area, whichever would require the greater number of parking spaces. As proposed, the 5,500 s.f. restaurant would have 180 seats. Since the size of the dining area is not known, the City of San Jose parking requirement for the restaurant was calculated based on the number of seats. The project parking requirement for the restaurant is as follows:

- 180 seats @ 1 space per 2.5 seats = 72 off-street spaces required

A reduction in required off-street parking spaces of up to 10 percent may be authorized with a Development Permit for structures or uses located within areas designated as Neighborhood Business Districts in the City's General Plan. Based on the City of San Jose standard parking rates and applying a 10% parking reduction, the project should provide a total of 729 off-street parking spaces (810 spaces minus 10%). Since 737 off-street parking spaces are being proposed, the project would provide an adequate amount of parking.

It should be noted that Planned Development (PD) Zoning projects such as this one typically can supply parking based on rates that differ somewhat 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, since the Planning Department ultimately will determine the adequacy of parking.

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 318 proposed market rate residential units, the project should provide at least 80 bicycle parking spaces for residents.

Although most of the residents of the 71-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. Thus, a minimum of 4 bicycle parking spaces should be provided for the senior housing component of the project.

Transit Service

Local bus lines 11, 12, 61, 62 and 66 all operate along roadways within walking distance of the project site. The Civic Center LRT station is served directly by all but one (line 11) of these Local bus lines, as well as Express lines 180 and 181. Due to the convenient locations of bus stops and bus service to and from the Civic Center LRT station, it is assumed that some new residents would utilize the existing transit service for commuting purposes. Applying a 9 percent transit mode share to the overall residential development, which is probably the highest that could be expected, equates to approximately 24 new transit riders during the AM and PM peak commute periods. Assuming the existing peak hour transit service would remain unchanged, it is estimated that these new riders could be accommodated by the current available ridership capacity of the existing VTA bus and LRT service in the study area. Thus, 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 and pedestrian signal heads at the signalized intersections. The extensive network of sidewalks within the study area generally exhibits good connectivity and would provide residents with a safe connection between the project site and the other surrounding land uses in the area. Sidewalks do not exist, however, on both sides of Hedding Street between North Tenth Street and the Southern Pacific railroad tracks to the west. Sidewalks also do not exist on the west side of North Tenth Street north of Hedding Street, and on the west side of North Tenth Street just south of Hedding Street where there is an existing bus stop. Standard sidewalks should be provided at the North Tenth Street bus stop location.

Schools

There are four schools (two public and two private) located within an approximately one-half mile radius of the project site. Grant Elementary School, located on Jackson Street at North Tenth Street, is approximately one-quarter of a mile southeast of the project site. Peter Burnett Middle School, located west of the project site on North Second Street at Hedding Street, is between one-half and three-quarters of a mile walk from the site. Montessori Academy, located on North First Street about one-half mile west

of the project site, provides a private preschool through kindergarten learning program. Lotus Preschool is a private preschool located at the San Jose Buddhist Church Bestuin on North Fifth Street between Taylor and Jackson Streets, and is less than one-half mile walk from the project site. The existing network of sidewalks and crosswalks within the study area would provide children with a safe connection between the project site and these schools.

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

Two sizeable public parks are located within approximately one-half mile walking distance of the project site: Bernal Park and Backesto Park. Bernal Park is located west of the project site and is bordered by Hedding Street on the north, North Eighth Street on the east, Mission Street on the south, and North Seventh Street on the west. Backesto Park is located southeast of the project site and is bordered by Jackson Street on the north, North Fifteenth Street on the east, Empire Street on the south, and North Thirteenth Street on the west. Also, the Guadalupe River Park trail system is situated approximately one mile west of the project site, and offers a continuous paved trail for pedestrians and bicyclists that is separated from motor vehicle traffic. Access to the Guadalupe River Park trail is provided via Hedding and Taylor Streets. Residents of the proposed residential development most likely would utilize these parks for recreational purposes. The existing roadway facilities would be adequate for residents to walk and/or bike to and from these parks. In addition to the nearby existing parks, the project would construct a new public park located on the north end of the project site.

Bicycle Facilities

Class II bicycle lanes exist on North Tenth Street adjacent to the project site and extend northward, continuing on Old Bayshore Highway. On-street bike lanes also exist on Oakland Road north of US 101, on Hedding Street east of North Seventeenth Street, and on Taylor Street west of North First Street. Although many of the roadways in the project area contain moderate to heavy traffic volumes, presence of on-street parking, and sometimes 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 3 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.

As previously stated, the Guadalupe River Park multi-use trail (Class I Bikeway) is located about one mile west of the project site and provides an off-street bicycle path. To access the trail from the project site bicyclists would need to use Taylor Street, which does not contain bike lanes between North First Street and the site.

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 affect the recurring Japantown events or the street closures associated with festivals and parades.

6.
Cumulative Traffic Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions. Cumulative conditions were represented by adding to project traffic volumes the additional traffic generated by all other potential projects in the general study area that have been proposed but have not yet been approved. This scenario is evaluated in order to fulfill CEQA requirements.

Cumulative Transportation Network

It is assumed in this analysis that the transportation network under cumulative conditions would be the same as described under background conditions with the exception of the roadway improvements listed below.

Oakland Road and Commercial Street – Addition of a second westbound left-turn lane on Commercial Street. (Funding: San Jose Flea Market project-sponsored improvement)

US 101 North Ramps and Oakland Road – Addition of a second westbound right-turn lane on the US 101 northbound off-ramp. (Funding: Unknown) Addition of a second northbound left-turn lane on Oakland Road. (Funding: San Jose Flea Market project-sponsored improvement) Conversion of a southbound through lane to a shared through/right-turn lane on Oakland Road. (Funding: San Jose Flea Market project-sponsored improvement and/or North San Jose Development Policy Phase 3 Traffic Impact Fee)

US 101 South Ramps and Oakland Road – Addition of a second eastbound right-turn lane on the US 101 southbound off-ramp. (Funding: San Jose Flea Market project-sponsored improvement) Increase the number of lanes on the US 101 overpass from 4 lanes to 6 lanes. (Funding: North San Jose Development Policy Phase 2 Traffic Impact Fee)

List of Cumulative Projects

For the purpose of this traffic impact analysis, peak hour traffic volumes attributable to the following pending projects were included under the cumulative conditions scenario:

1. Downtown Strategy Plan 2000 (Phase 2) – The Downtown Strategy Plan project is a comprehensive plan for the development of the downtown core area of San Jose through the year 2010. The Downtown Strategy Plan project area (downtown core) includes the areas generally to the west near Diridon Station, north to Taylor Street, to the east near San Jose State University and City Hall, and south to I-280.

2. Vision North San Jose (Phase 2) – The Vision North San Jose project represents an update to the North San Jose Area Development Policy. The Policy update would allow for increases in industrial square footage and provide high-density housing and retail amenities for North San Jose area workers. The Policy update also identifies necessary transportation improvements to support new development and creates a traffic impact fee program for new development to share the cost of those improvements. The Policy area boundaries generally include the area within San Jose north and west of I-880 or the Coyote Creek, east of the Guadalupe River and south of SR 237, as well as an area east of I-880 along Murphy Avenue as far as Lundy Avenue. The North San Jose Area Development Policy was approved by City Council on June 13, 2009.

3. Japantown Corporation Yard Residential Mixed-Use Development – The Japantown Corporation Yard residential mixed-use development project 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. 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.

Cumulative Traffic Volumes

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

San Jose Definition of Significant Cumulative Intersection Impacts

A significant cumulative traffic impact at an intersection is identified by comparing cumulative traffic conditions against background traffic conditions. The cumulative projects collectively would create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if during either the AM or PM 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 cumulative conditions, <u>or</u>

2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of cumulative project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds <u>and</u> the demand-to-capacity ratio (V/C) to increase by 0.01 or more.

An exception to this rule applies when the addition of cumulative 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 0.01 or more.

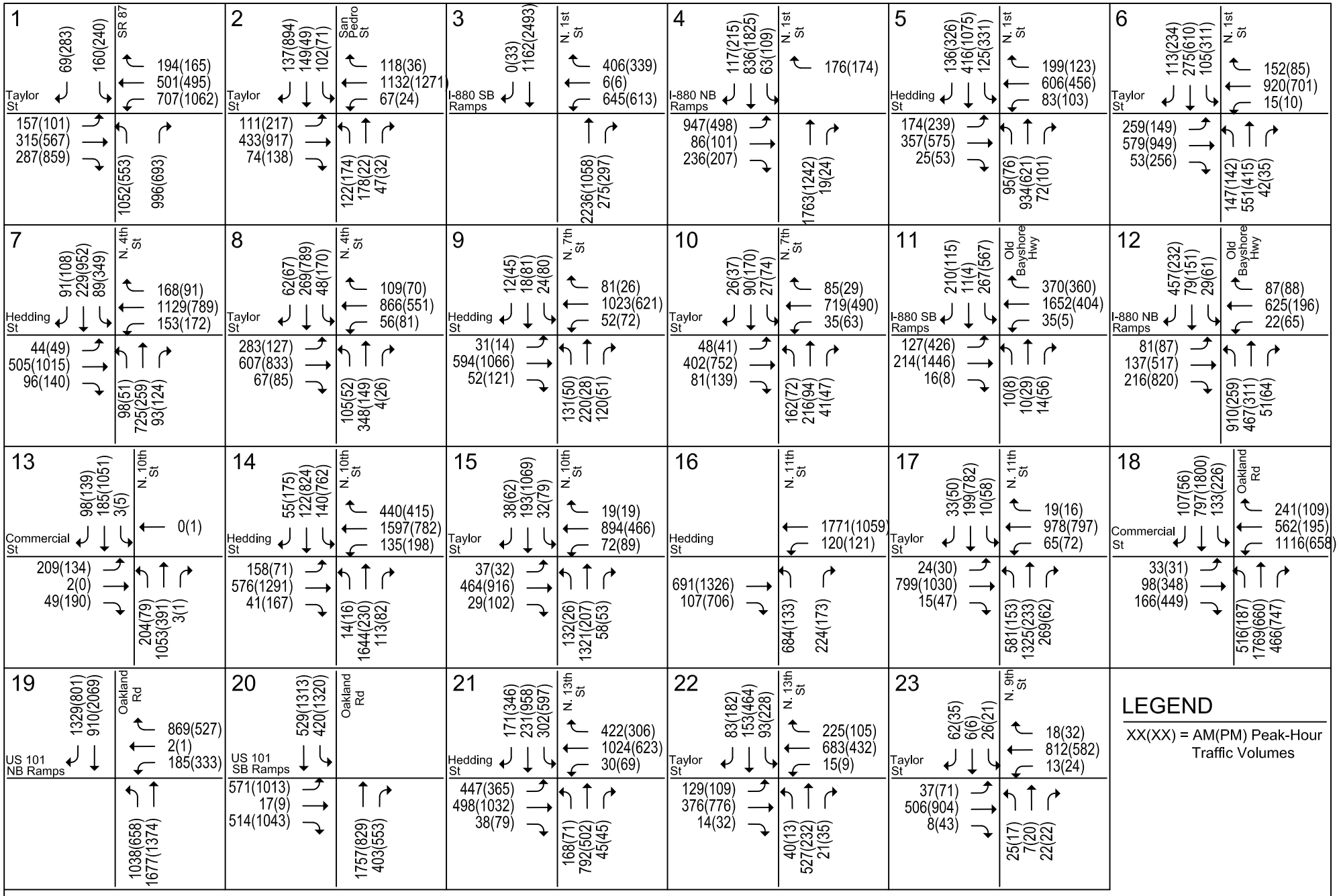


Figure 16

CUMULATIVE TRAFFIC VOLUMES

Cannery Park Residential Mixed-Use

Hexagon Transportation Consultants, Inc.

Project Contribution to Cumulative Impacts

A project's contribution to a cumulative intersection impact generally is deemed considerable in the City of San Jose if the proportion of project traffic represents 15 percent or more of the increase in total volume from background traffic conditions to cumulative traffic conditions.

Cumulative Intersection Level of Service Analysis

The intersection level of service results under cumulative conditions are summarized in Table 13. The results show that, measured against the City of San Jose level of service standards, the cumulative projects collectively would create a significant adverse traffic impact at ten signalized study intersections during the AM and/or PM peak hour as indicated below:

SR 87 and Taylor Street (AM peak hour – LOS E)
North First Street and I-880 Southbound Ramps (AM peak hour – LOS E)
North First Street and Taylor Street – *CSJ Protected* (AM peak – LOS E, PM peak – LOS F)
North Tenth Street and Hedding Street – *CSJ Protected* (AM peak – LOS F, PM peak – LOS E)
North Tenth Street and Taylor Street – *CSJ Protected* (PM peak hour – LOS F)
North Eleventh Street and Taylor Street – *CSJ Protected* (AM and PM peak hours – LOS F)
Oakland Road and Commercial Street (AM and PM peak hours – LOS F)
Oakland Road and US 101 Northbound Ramps (AM and PM peak hours – LOS F)
Oakland Road and US 101 Southbound Ramps (PM peak hour – LOS F)
North Thirteenth Street and Hedding Street – *CSJ Protected* (AM peak hour – LOS E)

Cumulative Impacts to City of San Jose Protected Intersections

Of the ten intersections identified above as operating unacceptably under cumulative conditions based on City of San Jose standards, five are City of San Jose protected intersections. Protected intersections consist of locations that the City has identified as having been built to their planned maximum capacity, and where expansion of the intersection would have an adverse effect on other transportation modes 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. Based on the project conditions analysis contained in this traffic report, the project applicant would be required to provide offsetting transportaion system improvements to address the project's contribution of trips to the protected intersections. The protected intersection impact requirements are described in detail in Chapter 4.

Cumulative Impacts to US 101/Oakland Road Interchange

Three of the ten study intersections identified above are located at the US 101/Oakland Road interchange. The City of San Jose has identified operational problems along the Oakland Road corridor at the US 101/Oakland Road interchange, which are due primarily to capacity constraints. 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 projects will create additional capacity for accessing and crossing US 101, which will be crucial to accommodate future growth in the vicinity.

Table 13
Intersection Levels of Service Under Cumulative Conditions

Study Number	Intersection	Peak Hour	Background Avg. Delay	Background LOS	Project Avg. Delay	Project LOS	Project Increases Crit.Delay	Project Increases Crit.V/C	Cumulative Avg. Delay	Cumulative LOS
1	SR 87 and Taylor St	AM	51.2	D	53.0	D	3.8	0.011	**55.4**	**E**
		PM	41.8	D	42.5	D	1.4	0.005	43.6	D
2	San Pedro St and Taylor St	AM	40.6	D	40.4	D	-0.1	0.012	40.3	D
		PM	39.6	D	39.6	D	0.2	0.007	40.0	D
3	N First St and I-880 SB Ramps (CMP)	AM	42.3	D	42.9	D	1.0	0.003	**57.9**	**E**
		PM	19.1	B	19.2	B	0.1	0.003	23.9	C
4	N First St and I-880 NB Ramps (CMP)	AM	23.9	C	24.1	C	0.3	0.007	28.5	C
		PM	15.9	B	15.9	B	0.0	0.004	17.6	B
5	N First St and Hedding St	AM	36.5	D	36.8	D	0.4	0.012	38.0	D
		PM	37.7	D	37.8	D	0.3	0.011	38.8	D
6	N First St and Taylor St (P)	AM	53.1	D	53.9	D	1.3	0.020	**60.8**	**E**
		PM	96.4	F	103.0	F	5.1	0.021	**151.5**	**F**
7	N Fourth St and Hedding St (P)	AM	40.1	D	40.0	D	-0.1	0.004	41.9	D
		PM	44.8	D	44.8	D	0.1	0.004	47.8	D
8	N Fourth St and Taylor St	AM	36.9	D	37.5	D	3.2	0.021	42.2	D
		PM	30.1	C	30.5	C	0.7	0.028	37.8	D
9	N Seventh St and Hedding St	AM	14.2	B	14.4	B	0.2	0.006	16.3	B
		PM	8.9	A	8.8	A	-0.1	0.001	10.0	B
10	N Seventh St and Taylor St	AM	8.4	A	8.4	A	0.0	0.027	11.6	B
		PM	7.6	A	7.8	A	0.2	0.026	9.4	A
11	Old Bayshore Hwy and I-880 SB Ramps	AM	32.1	C	32.6	C	0.7	0.008	34.2	C
		PM	38.7	D	39.4	D	1.0	0.010	44.0	D
12	Old Bayshore Hwy and I-880 NB Ramps	AM	34.6	C	34.9	C	0.4	0.009	38.6	D
		PM	17.6	B	17.7	B	0.2	0.010	18.4	B
13	N Tenth St and Commercial St	AM	21.4	C	21.5	C	0.1	0.013	22.3	C
		PM	22.5	C	22.6	C	0.2	0.012	23.7	C
14	N Tenth St and Hedding St (P)	AM	74.8	E	77.0	E	3.3	0.009	**89.9**	**F**
		PM	55.5	E	58.0	E	3.7	0.015	**70.3**	**E**
15	N Tenth St and Taylor St (P)	AM	39.4	D	39.7	D	0.5	0.008	47.0	D
		PM	65.8	E	66.3	E	0.7	0.002	**104.4**	**F**
16	N Eleventh St and Hedding St	AM	28.7	C	28.8	C	0.1	0.002	34.3	C
		PM	10.8	B	10.7	B	-0.1	0.003	11.1	B
17	N Eleventh St and Taylor St (P)	AM	96.6	F	102.1	F	10.4	0.022	**124.0**	**F**
		PM	78.1	E	77.3	E	-0.4	-0.001	**101.8**	**F**
18	Oakland Rd and Commercial St	AM	122.3	F	122.8	F	1.0	0.002	**171.2**	**F**
		PM	66.5	E	66.7	E	0.3	0.001	**83.9**	**F**
19	Oakland Rd and US 101 NB Ramps (CMP)	AM	231.8	F	233.4	F	3.3	0.007	**277.3**	**F**
		PM	104.7	F	106.3	F	2.5	0.006	**134.7**	**F**
20	Oakland Rd and US 101 SB Ramps (CMP)	AM	36.5	D	37.3	D	1.4	0.012	42.7	D
		PM	104.2	F	107.6	F	6.4	0.015	**142.4**	**F**
21	N Thirteenth St and Hedding St (P)	AM	62.0	E	63.3	E	1.9	0.010	**70.0**	**E**
		PM	41.8	D	41.8	D	0.3	0.005	43.8	D
22	N Thirteenth St and Taylor St	AM	18.2	B	18.2	B	0.2	0.002	21.0	C
		PM	17.5	B	18.0	B	0.8	0.011	21.1	C

Notes:
(CMP) Denotes a County CMP intersection.
(P) Denotes a City of San Jose Protected Intersection.
BOLD identifies unacceptable levels of service (LOS E and F) under cumulative conditions per City of San Jose standards.

Since the project would add trips to the US 101/Oakland Road interchange, the project applicant would be required to pay a fair share contribution toward the planned interchange improvements. Details of the US 101/Oakland/Mabury Transportation Development Policy, including the project's fair share contribution, are described in Chapter 4 of this traffic study.

Project Contribution to Cumulative Impacts at Other Intersections

The remaining two study intersections identified above as operating unacceptably based on City of San Jose standards are SR 97/Taylor Street and North First Street/I-880 Southbound Ramps. It is estimated that both intersections would operate at LOS E during the AM peak hour under cumulative traffic conditions.

As previously described, a project's contribution to a cumulative intersection impact is deemed considerable if the proportion of project traffic represents 15 percent or more of the increase in total volume from background traffic conditions to cumulative traffic conditions. Based on this criterion, the project would not contribute a considerable amount of traffic (only about 5 percent of the total increase in trips) to the SR 87/Taylor Street intersection. At the North First Street/I-880 Southbound Ramps intersection, the Cannery Park project would contribute approximately 30 percent of the total increase in trips. This study intersection is covered by the North San Jose Area Development Policy, which includes a traffic analysis that addresses potential level of service impacts and lists all necessary transportation improvements to support anticipated land use development in North San Jose. For that reason, this intersection is exempt from level of service criteria including cumulative impact criteria. Impacts have been identified and mitigated through the Development Policy.

CMP Intersection Level of Service Analysis

According to the CMP level of service standards, two of the four CMP intersections that were studied would operate at an unacceptable LOS F under cumulative conditions during the AM and/or PM peak hour as indicated below:

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

The City of San Jose planned improvements in this area would address the CMP LOS deficiency.

All other study intersections would operate at an acceptable level of service under cumulative conditions during both the AM and PM peak hours, according to the City of San Jose and CMP level of service standards.

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

7. 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) Congestion Management Program (CMP). Significant impacts due to the project were determined based on AM and PM peak hour levels of service for twenty-two signalized intersections and seventeen freeway segments.

Significant Project Impacts

Intersection Level of Service Analysis

The results of the intersection level of service analysis under project conditions show that, measured against the City of San Jose (CSJ) and CMP level of service impact criteria, five study intersections would be significantly impacted by the project:

North First Street and Taylor Street (PM peak hour) – CSJ Impact
North Tenth Street and Hedding Street (AM and PM peak hours) – CSJ Impact
North Eleventh Street and Taylor Street (AM peak hour) – CSJ Impact
Oakland Road and US 101 Southbound Ramps (PM peak hour) – CSJ and CMP Impact
North Thirteenth Street and Hedding Street (AM peak hour) – CSJ Impact

North First Street and Taylor Street

Impact: This intersection would operate at 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 2.1 percent (more than 0.5 percent). Based on the City of San Jose level of service impact criteria for protected intersections, this constitutes a significant project impact.

Mitigation: Protected Intersection Traffic Impact Fee

North Tenth Street and Hedding Street

Impact: This intersection would operate at LOS E during both the AM and PM peak hours under background conditions, and the added trips as a result of the project would cause the V/C ratio to increase by 0.9 percent during the AM peak hour and 1.5 percent during the PM peak hour (more than 0.5 percent in both cases). Based on the City of San Jose level of service impact criteria for protected intersections, this constitutes a significant project impact.

Mitigation: Protected Intersection Traffic Impact Fee

North Eleventh Street and Taylor Street

Impact: This intersection would operate at LOS F 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 2.2 percent (more than 0.5 percent). Based on the City of San Jose level of service impact criteria for protected intersections, this constitutes a significant project impact.

Mitigation: Protected Intersection Traffic Impact Fee

Oakland Road and US 101 Southbound Ramps

Impact: This intersection would operate at LOS F during the PM peak hour under background conditions, and the added trips as a result of the project would cause the average critical delay to increase by 6.4 seconds (more than four seconds) and the V/C ratio to increase by 1.5 percent (more than one percent). Based on the City of San Jose and CMP level of service impact criteria, this constitutes a significant project impact.

Mitigation: Participation in the US 101/Oakland/Mabury TDP Traffic Impact Fee Program

North Thirteenth Street and Hedding Street

Impact: This intersection would operate at 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 1.0 percent (more than 0.5 percent). Based on the City of San Jose level of service impact criteria for protected intersections, this constitutes a significant project impact.

Mitigation: Protected Intersection Traffic Impact Fee

Protected Intersection Impact Requirements

The impacted study intersections of North First Street/Taylor Street, North Tenth Street/Hedding Street, North Eleventh Street/Taylor Street, and North Thirteenth Street/Hedding 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 on other transportation modes (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 is projected to have significant traffic impacts at a designated Protected Intersection, the project is not required in that particular instance to provide further vehicular capacity-enhancing improvements to the protected intersection in order for the City to find project conformance with the General Plan. Instead, the project may be found to be in conformance with the General Plan and 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 located within the area affected by the project's vehicular traffic impacts.

The improvements made to the Citywide transportation system may include enhancements to pedestrian, bicycle, and transit facilities, as well as neighborhood traffic calming measures and other roadway improvements. The City typically 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. The applicant must submit improvement plans to the City of San Jose Department of Public Works for review and approval. Community outreach should occur in conjunction with the project review and approval process. Specific improvements can be finalized during the subsequent planning permit stages.

The LOS Policy has established that the value of off-setting improvements should be equal to $2,000 per net peak hour project trip for one protected intersection impact and $3,000 per net peak hour project trip for multiple protected intersection impacts to fund alternative transportation improvements. 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. Since the project impacts four protected intersections, the estimated project cost is $3,000 times 190 AM peak hour trips, plus a 3.5 percent annual cost escalation adjustment.

Estimated Protected Intersection Traffic Impact Fee: $3,000 x 190 AM peak hour trips = $570,000

If an applicant for a project found to have a significant impact on one or more protected intersections chooses not to construct other transportation system improvements, the other alternative method available for finding that project consistent with the General Plan would be to reduce the size of the proposed project, such that it would no longer result in a significant impact to any protected intersection. If an applicant chooses not to implement other transportation system improvements, or to reduce the project size in order to eliminate the significant LOS impact at the protected intersection, then the project could not be found to be consistent with the City's General Plan and could not be approved. In this instance, the project would have a significant unavoidable CEQA impact with no possibility for overriding considerations.

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, which are due primarily 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 result of the City Council's approval of the US 101/Oakland/Mabury TDP is a change to the normal sequence of events, allowing 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. As part of the new Policy, a fee to fund the planned interchange improvements has been adopted. Any project that would add traffic to the US 101/Oakland Road interchange is 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 is based on the number of PM peak hour vehicular trips that would be added to the US 101/ Oakland Road interchange.

Since the proposed Cannery Park residential mixed-use development project would send some PM peak hour trips through the US 101/Oakland Road interchange, the project would be required to pay a fair share contribution toward the planned interchange improvements. Payment of the TDP traffic impact fee also would serve as mitigation for the project, since the project would result in a significant impact at the Oakland Road/US 101 Southbound Ramps study intersection. The TDP traffic impact fee is $30,000 per each new PM peak hour vehicle trip that would be added to the US 101/Oakland Road interchange. The project would be required to pay the traffic impact fee prior to Public Works clearance.

Estimated US 101/Oakland/Mabury TDP Impact Fee: $30,000 x 49 PM peak hour trips = $1,470,000

Freeway Segment Level of Service Analysis

The results of the CMP freeway level of service analysis show that the project would not cause a significant increase in traffic volumes (more than one percent of freeway capacity) on any of the study freeway segments.

Other Transportation Issues

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

Cannery Park Residential Mixed-Use Development Technical Appendices

Appendix A

Traffic Counts

AM Peak-Hour Volume Count Worksheet

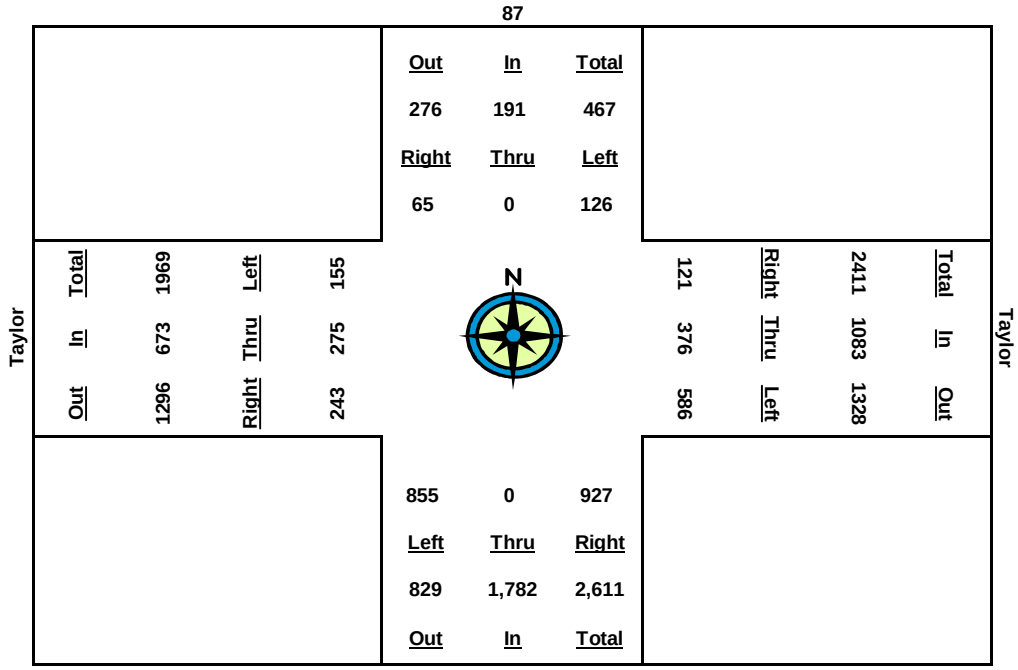
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 3/13/08
Counter: Byron & Tony
Intersection Name: 87 & Taylor
Weather: clear
City: San Jose

	87				Taylor				87				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	16	0	21	37	35	93	124	252	151	0	124	275	36	39	22	97
7:30	28	0	52	80	66	158	255	479	355	0	334	689	92	98	46	236
7:45	56	0	70	126	101	262	421	784	561	0	533	1,094	148	155	77	380
8:00	74	0	119	193	127	365	552	1,044	805	0	748	1,553	206	217	112	535
8:15	84	0	145	229	162	448	667	1,277	1,049	0	757	1,806	276	275	151	702
8:30	93	0	178	271	187	534	841	1,562	1,282	0	1,189	2,471	335	373	201	909
8:45	113	0	245	358	211	607	945	1,763	1,539	0	1,350	2,889	391	420	236	1,047
9:00	133	0	312	445	235	680	1,049	1,964	1,714	0	1,454	3,168	430	497	275	1,202

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	74	0	119	193	127	365	552	1,044	805	0	748	1,553	206	217	112	535	3,325
7:15 - 8:15	68	0	124	192	127	355	543	1,025	898	0	633	1,531	240	236	129	605	3,353
7:30 - 8:30	65	0	126	191	121	376	586	1,083	927	0	855	1,782	243	275	155	673	3,729
7:45 - 8:45	57	0	175	232	110	345	524	979	978	0	817	1,795	243	265	159	667	3,673
8:00 - 9:00	59	0	193	252	108	315	497	920	909	0	706	1,615	224	280	163	667	3,454
Peak Volumes:	**65**	**0**	**126**	**191**	**121**	**376**	**586**	**1,083**	**927**	**0**	**855**	**1,782**	**243**	**275**	**155**	**673**	**3,729**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	855	0	927	126	0	65	155	275	243	586	376	121



PM Peak-Hour Volume Count Worksheet

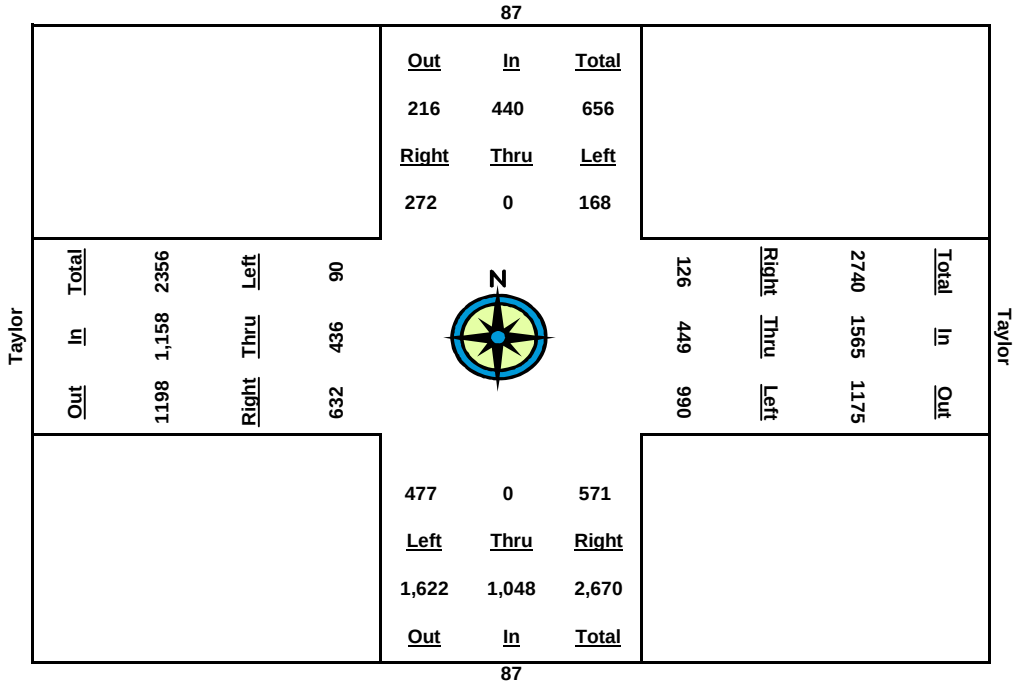
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 3/13/08
Counter: Byron & Tony
Intersection Name: 87 & Taylor
Weather: clear
City: San Jose

	87				Taylor				87				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	0	43	60	11	53	154	218	116	0	92	208	101	81	16	198
4:30	49	0	89	138	31	128	365	524	243	0	199	442	245	169	38	452
4:45	113	0	122	235	53	207	610	870	377	0	315	692	399	264	62	725
5:00	180	0	176	356	89	308	844	1,241	447	0	435	882	537	359	77	973
5:15	246	0	206	452	122	422	1,099	1,643	657	0	575	1,232	719	469	99	1,287
5:30	321	0	257	578	157	577	1,355	2,089	814	0	676	1,490	877	605	128	1,610
5:45	360	0	280	640	186	643	1,498	2,327	951	0	794	1,745	1,023	740	131	1,894
6:00	406	0	311	717	205	760	1,662	2,627	1,089	0	948	2,037	1,166	858	155	2,179

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	180	0	176	356	89	308	844	1,241	447	0	435	882	537	359	77	973	3,452
4:15 - 5:15	229	0	163	392	111	369	945	1,425	541	0	483	1,024	618	388	83	1,089	3,930
4:30 - 5:30	272	0	168	440	126	449	990	1,565	571	0	477	1,048	632	436	90	1,158	4,211
4:45 - 5:45	247	0	158	405	133	436	888	1,457	574	0	479	1,053	624	476	69	1,169	4,084
5:00 - 6:00	226	0	135	361	116	452	818	1,386	642	0	513	1,155	629	499	78	1,206	4,108
Peak Volumes:	**272**	**0**	**168**	**440**	**126**	**449**	**990**	**1,565**	**571**	**0**	**477**	**1,048**	**632**	**436**	**90**	**1,158**	**4,211**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	477	0	571	168	0	272	90	436	632	990	449	126



AM Peak-Hour Volume Count Worksheet

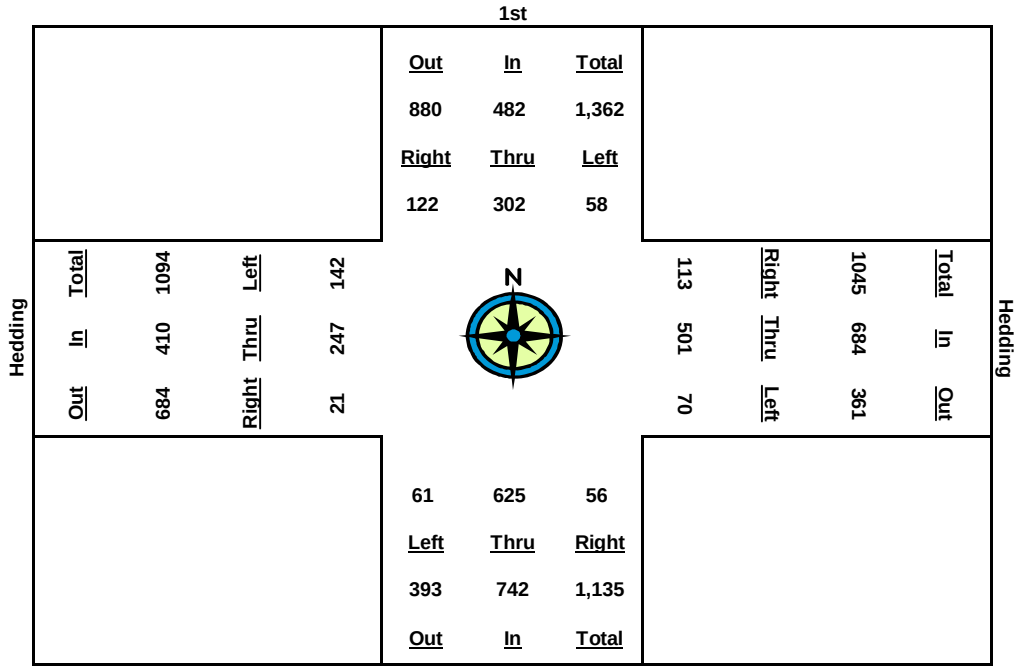
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 3/13/08
Counter: Amtonio & Diana
Intersection Name: 1st & Hedding
Weather: Clear
City: San Jose

	1st				Hedding				1st				Hedding			
	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	18	52	11	81	13	53	6	72	8	105	5	118	7	30	5	42
7:30	36	120	26	182	32	131	16	179	28	231	14	273	11	61	25	97
7:45	50	174	43	267	64	237	31	332	38	398	38	474	19	106	49	174
8:00	83	235	57	375	97	395	45	537	57	575	52	684	25	166	72	263
8:15	111	328	72	511	125	516	66	707	63	724	66	853	29	232	113	374
8:30	139	395	83	617	150	620	85	855	78	876	79	1,033	33	284	144	461
8:45	172	476	101	749	177	738	101	1,016	94	1,023	99	1,216	40	353	191	584
9:00	195	542	115	852	208	832	114	1,154	110	1,165	116	1,391	48	411	227	686

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	83	235	57	375	97	395	45	537	57	575	52	684	25	166	72	263	1,859
7:15 - 8:15	93	276	61	430	112	463	60	635	55	619	61	735	22	202	108	332	2,132
7:30 - 8:30	103	275	57	435	118	489	69	676	50	645	65	760	22	223	119	364	2,235
7:45 - 8:45	122	302	58	482	113	501	70	684	56	625	61	742	21	247	142	410	2,318
8:00 - 9:00	112	307	58	477	111	437	69	617	53	590	64	707	23	245	155	423	2,224
Peak Volumes:	**122**	**302**	**58**	**482**	**113**	**501**	**70**	**684**	**56**	**625**	**61**	**742**	**21**	**247**	**142**	**410**	**2,318**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	61	625	56	58	302	122	142	247	21	70	501	113



PM Peak-Hour Volume Count Worksheet

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

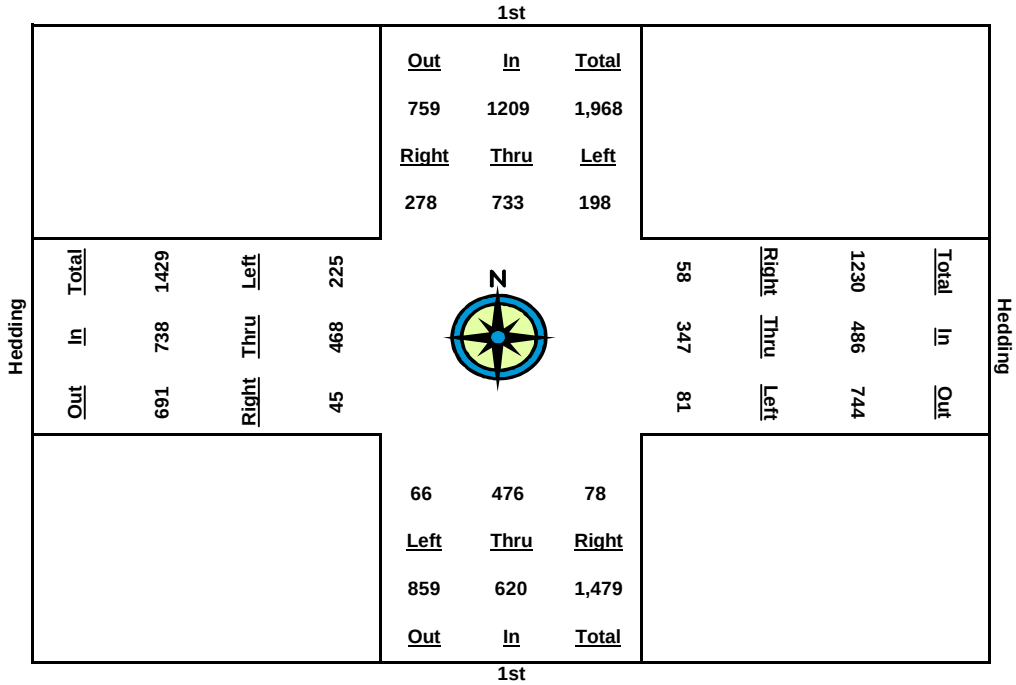
Date: 3/13/08
Counter: Amtonio & Sean
Intersection Name: 1st & Hedding
Weather: Clear
City: SanJose

	1st Hedding															
	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	29	143	36	208	20	71	24	115	27	89	30	146	19	66	40	125
4:30	45	268	71	384	33	115	37	185	50	208	51	309	47	166	86	299
4:45	81	395	99	575	50	175	59	284	83	331	69	483	66	250	122	438
5:00	116	552	148	816	71	250	77	398	111	468	89	668	78	327	136	541
5:15	170	745	198	1,113	92	320	96	508	139	600	109	848	95	445	176	716
5:30	241	903	263	1,407	103	427	117	647	160	712	126	998	107	562	264	933
5:45	322	1,098	306	1,726	118	514	140	772	182	829	144	1,155	115	684	230	1,029
6:00	394	1,285	346	2,025	129	597	158	884	189	944	155	1,288	123	795	361	1,279

27 U turns included in NL

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	116	552	148	816	71	250	77	398	111	468	89	668	78	327	136	541	2,423
4:15 - 5:15	141	602	162	905	72	249	72	393	112	511	79	702	76	379	136	591	2,591
4:30 - 5:30	196	635	192	1,023	70	312	80	462	110	504	75	689	60	396	178	634	2,808
4:45 - 5:45	241	703	207	1,151	68	339	81	488	99	498	75	672	49	434	108	591	2,902
5:00 - 6:00	278	733	198	1,209	58	347	81	486	78	476	66	620	45	468	225	738	3,053
Peak Volumes:	**278**	**733**	**198**	**1,209**	**58**	**347**	**81**	**486**	**78**	**476**	**66**	**620**	**45**	**468**	**225**	**738**	**3,053**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	66	476	78	198	733	278	225	468	45	81	347	58



AM Peak-Hour Volume Count Worksheet

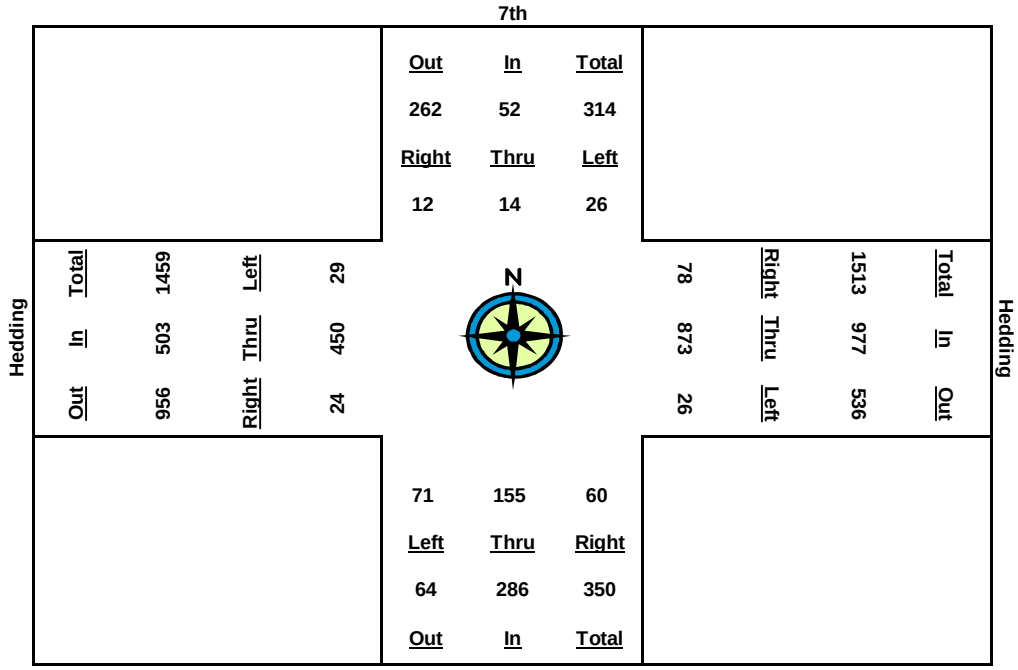
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 3/13/08
Counter: Irene & jo
Intersection Name: 7th & Hedding
Weather: Clear
City: San Jose

	7th				Hedding				7th				Hedding			
	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	4	2	4	10	22	103	3	128	7	6	8	21	1	50	5	56
7:30	5	5	12	22	48	272	8	328	20	36	31	87	2	148	11	161
7:45	9	8	20	37	62	490	16	568	37	78	44	159	6	280	16	302
8:00	10	11	31	52	85	735	27	847	55	121	64	240	19	436	25	480
8:15	15	15	33	63	112	934	28	1,074	67	167	89	323	22	502	33	557
8:30	17	19	38	74	126	1,145	34	1,305	80	191	102	373	26	598	40	664
8:45	22	28	45	95	134	1,315	41	1,490	90	215	119	424	28	678	43	749
9:00	26	30	47	103	147	1,477	53	1,677	96	237	135	468	31	802	47	880

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	10	11	31	52	85	735	27	847	55	121	64	240	19	436	25	480	1,619
7:15 - 8:15	11	13	29	53	90	831	25	946	60	161	81	302	21	452	28	501	1,802
7:30 - 8:30	12	14	26	52	78	873	26	977	60	155	71	286	24	450	29	503	1,818
7:45 - 8:45	13	20	25	58	72	825	25	922	53	137	75	265	22	398	27	447	1,692
8:00 - 9:00	16	19	16	51	62	742	26	830	41	116	71	228	12	366	22	400	1,509
Peak Volumes:	**12**	**14**	**26**	**52**	**78**	**873**	**26**	**977**	**60**	**155**	**71**	**286**	**24**	**450**	**29**	**503**	**1,818**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	71	155	60	26	14	12	29	450	24	26	873	78



PM Peak-Hour Volume Count Worksheet

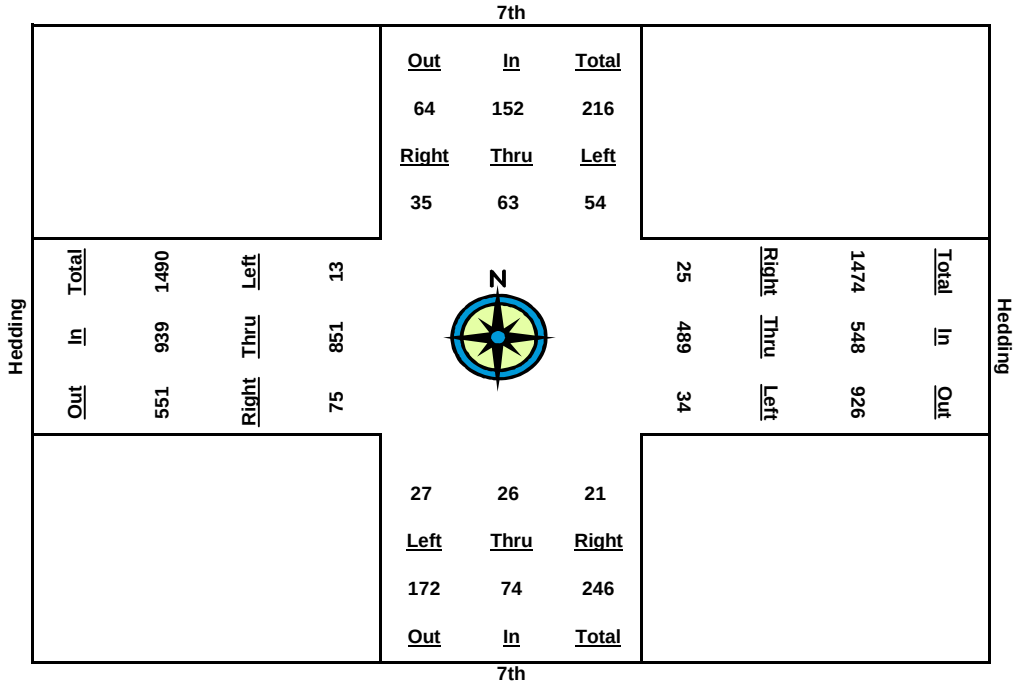
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 3/13/08
Counter: Irene & jo
Intersection Name: 7th & Hedding
Weather: Clear
City: San Jose

	7th				Hedding				7th				Hedding			
	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	35	12	28	75	14	110	9	133	9	10	1	20	11	145	3	159
4:30	40	20	34	94	17	205	14	236	20	16	5	41	28	278	7	313
4:45	51	40	52	143	24	320	27	371	32	28	11	71	41	511	9	561
5:00	60	55	73	188	37	461	35	533	34	36	15	85	54	697	14	765
5:15	70	73	78	221	40	568	38	646	36	40	28	104	72	907	18	997
5:30	75	83	88	246	42	694	48	784	41	42	32	115	103	1,129	20	1,252
5:45	85	92	96	273	47	811	58	916	52	56	33	141	128	1,332	22	1,482
6:00	87	103	105	295	51	925	70	1,046	61	67	35	163	143	1,465	35	1,643

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	60	55	73	188	37	461	35	533	34	36	15	85	54	697	14	765	1,571
4:15 - 5:15	35	61	50	146	26	458	29	513	27	30	27	84	61	762	15	838	1,581
4:30 - 5:30	35	63	54	152	25	489	34	548	21	26	27	74	75	851	13	939	1,713
4:45 - 5:45	34	52	44	130	23	491	31	545	20	28	22	70	87	821	13	921	1,666
5:00 - 6:00	27	48	32	107	14	464	35	513	27	31	20	78	89	768	21	878	1,576
Peak Volumes:	**35**	**63**	**54**	**152**	**25**	**489**	**34**	**548**	**21**	**26**	**27**	**74**	**75**	**851**	**13**	**939**	**1,713**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	27	26	21	54	63	35	13	851	75	34	489	25



AM Peak-Hour Volume Count Worksheet

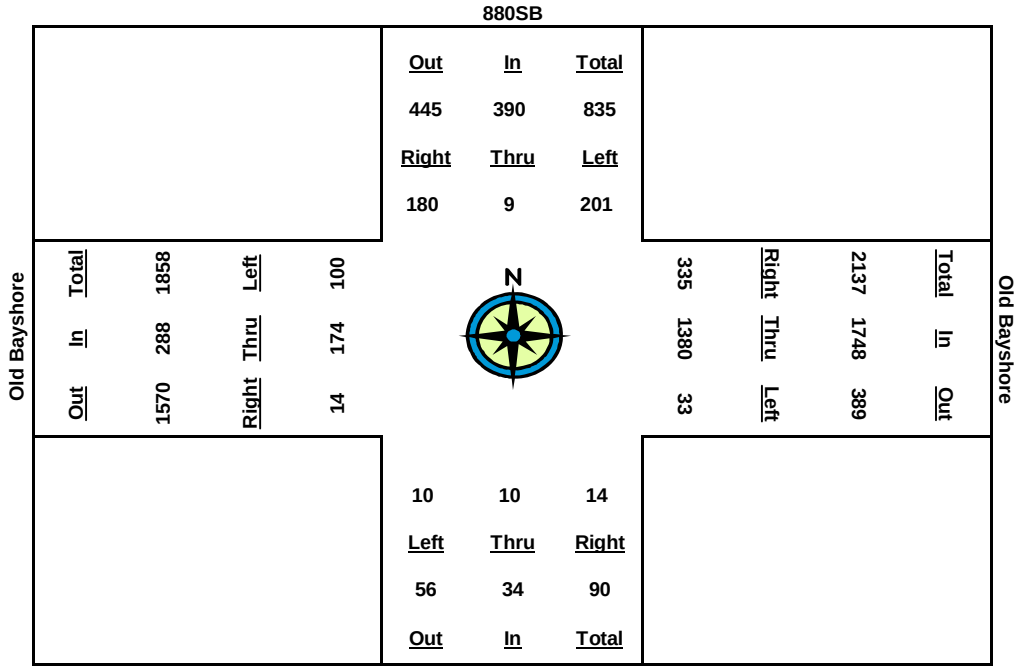
Date: 4/24/08
Counter: Diana & Antonio
Intersection Name: 880SB & Old Bayshore Hwy
Weather: Clear
City: San Jose

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

	880SB				Old Bayshore				880SB				Old Bayshore			
	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	30	5	51	86	60	252	4	316	6	2	1	9	3	34	24	61
7:30	71	7	108	186	147	504	11	662	7	4	2	13	8	86	53	147
7:45	117	10	162	289	245	934	23	1,202	8	6	5	19	9	131	88	228
8:00	148	13	198	359	299	1,193	27	1,519	15	7	6	28	12	163	102	277
8:15	210	14	252	476	395	1,632	37	2,064	20	12	11	43	17	208	124	349
8:30	259	14	302	575	436	1,831	40	2,307	25	17	12	54	23	268	158	449
8:45	318	14	366	698	506	2,144	45	2,695	34	19	12	65	25	308	176	509
9:00	361	14	417	792	569	2,409	50	3,028	42	20	13	75	26	346	195	567

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	148	13	198	359	299	1,193	27	1,519	15	7	6	28	12	163	102	277	2,183
7:15 - 8:15	180	9	201	390	335	1,380	33	1,748	14	10	10	34	14	174	100	288	2,460
7:30 - 8:30	188	7	194	389	289	1,327	29	1,645	18	13	10	41	15	182	105	302	2,377
7:45 - 8:45	201	4	204	409	261	1,210	22	1,493	26	13	7	46	16	177	88	281	2,229
8:00 - 9:00	213	1	219	433	270	1,216	23	1,509	27	13	7	47	14	183	93	290	2,279
Peak Volumes:	**180**	**9**	**201**	**390**	**335**	**1,380**	**33**	**1,748**	**14**	**10**	**10**	**34**	**14**	**174**	**100**	**288**	**2,460**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	10	10	14	201	9	180	100	174	14	33	1,380	335



PM Peak-Hour Volume Count Worksheet

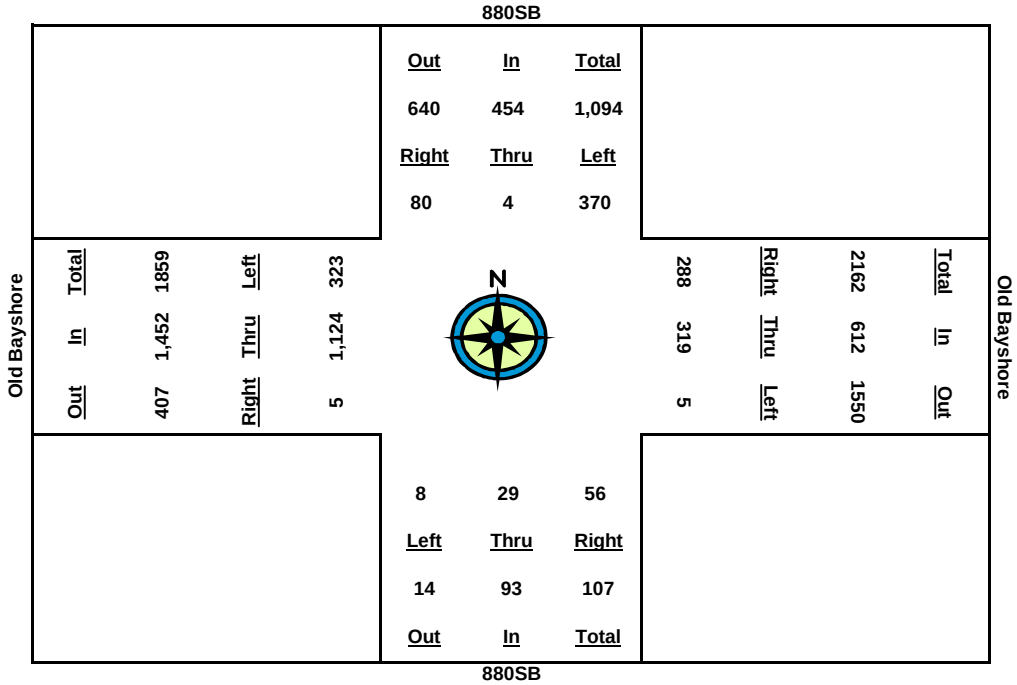
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 4/24/08
Counter: JR & Michael
Intersection Name: 880SB & Old Bayshore Hwy
Weather: Clear
City: San Jose

	880SB				Old Bayshore				880SB				Old Bayshore			
	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	25	3	101	129	62	104	2	168	20	5	2	27	3	182	59	244
4:30	56	4	162	222	119	204	3	326	33	7	3	43	4	348	99	451
4:45	79	4	242	325	205	277	3	485	46	16	4	66	8	593	170	771
5:00	108	6	358	472	293	382	4	679	52	21	9	82	8	871	255	1,134
5:15	114	8	434	556	346	438	4	788	66	29	11	106	8	1,090	319	1,417
5:30	136	8	532	676	407	523	8	938	89	36	11	136	9	1,472	422	1,903
5:45	148	10	581	739	465	572	11	1,048	90	39	11	140	9	1,710	466	2,185
6:00	163	12	632	807	499	627	12	1,138	91	40	11	142	10	1,915	519	2,444

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	108	6	358	472	293	382	4	679	52	21	9	82	8	871	255	1,134	2,367
4:15 - 5:15	89	5	333	427	284	334	2	620	46	24	9	79	5	908	260	1,173	2,299
4:30 - 5:30	80	4	370	454	288	319	5	612	56	29	8	93	5	1,124	323	1,452	2,611
4:45 - 5:45	69	6	339	414	260	295	8	563	44	23	7	74	1	1,117	296	1,414	2,465
5:00 - 6:00	55	6	274	335	206	245	8	459	39	19	2	60	2	1,044	264	1,310	2,164
Peak Volumes:	**80**	**4**	**370**	**454**	**288**	**319**	**5**	**612**	**56**	**29**	**8**	**93**	**5**	**1,124**	**323**	**1,452**	**2,611**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	8	29	56	370	4	80	323	1,124	5	5	319	288



AM Peak-Hour Volume Count Worksheet

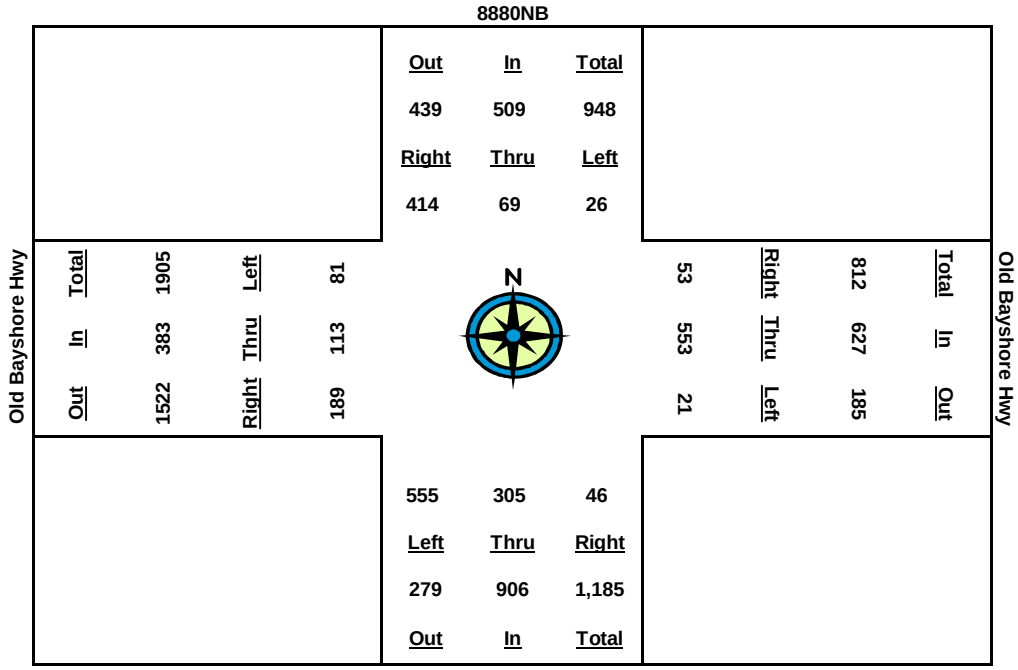
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 4/24/08
Counter: Byron & Tony
Intersection Name: 880NB & Old Bayshore Hwy
Weather: Clear
City: San Jose

	8880NB				Old Bayshore Hwy				8880NB				Old Bayshore Hwy			
	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	58	11	9	78	19	87	8	114	9	29	78	116	36	17	13	66
7:30	120	28	18	166	29	213	13	255	18	75	203	296	80	56	32	168
7:45	186	67	27	280	54	307	13	374	30	155	375	560	107	78	43	228
8:00	292	82	38	412	67	439	19	525	37	254	552	843	153	114	61	328
8:15	407	95	46	548	78	574	23	675	46	332	715	1,093	195	140	76	411
8:30	511	108	49	668	97	719	27	843	54	399	821	1,274	251	167	97	515
8:45	600	136	53	789	107	860	34	1,001	76	460	930	1,466	296	191	124	611
9:00	689	161	59	909	120	962	44	1,126	91	519	1,058	1,668	337	202	151	690

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	292	82	38	412	67	439	19	525	37	254	552	843	153	114	61	328	2,108
7:15 - 8:15	349	84	37	470	59	487	15	561	37	303	637	977	159	123	63	345	2,353
7:30 - 8:30	391	80	31	502	68	506	14	588	36	324	618	978	171	111	65	347	2,415
7:45 - 8:45	414	69	26	509	53	553	21	627	46	305	555	906	189	113	81	383	2,425
8:00 - 9:00	397	79	21	497	53	523	25	601	54	265	506	825	184	88	90	362	2,285
Peak Volumes:	**414**	**69**	**26**	**509**	**53**	**553**	**21**	**627**	**46**	**305**	**555**	**906**	**189**	**113**	**81**	**383**	**2,425**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	555	305	46	26	69	414	81	113	189	21	553	53



PM Peak-Hour Volume Count Worksheet

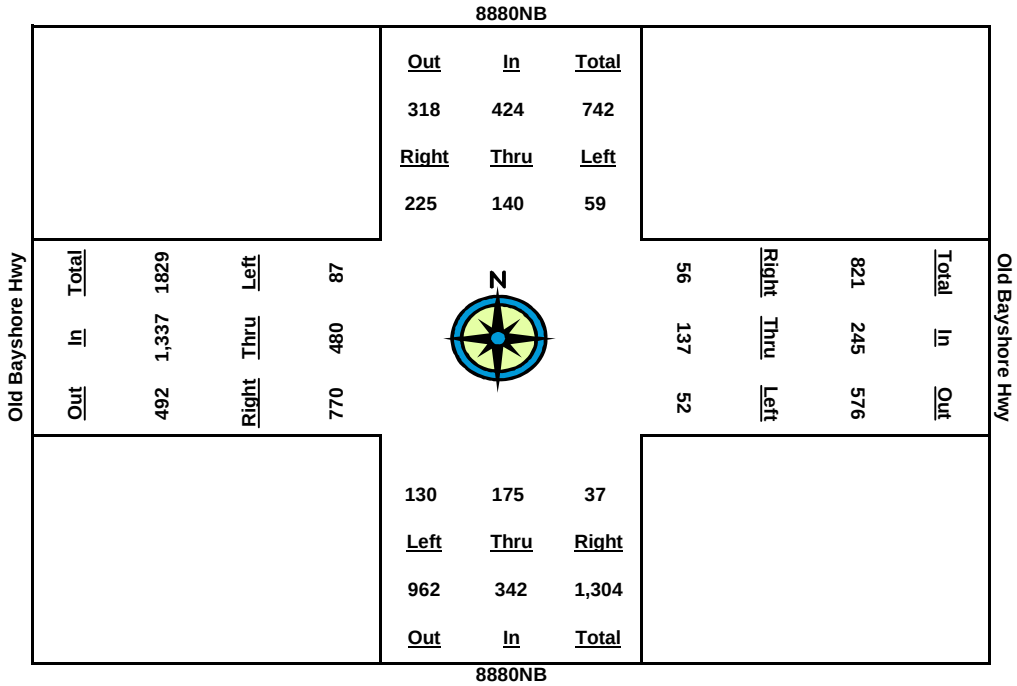
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 4/24/08
Counter: Byron & Tony
Intersection Name: 880NB & Old Bayshore Hwy
Weather: Clear
City: San Jose

	8880NB				Old Bayshore Hwy				8880NB				Old Bayshore Hwy			
	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	68	37	26	131	17	48	13	78	5	38	48	91	158	123	23	304
4:30	140	78	46	264	30	96	29	155	10	63	64	137	291	195	46	532
4:45	209	114	66	389	50	132	47	229	18	110	100	228	499	307	65	871
5:00	291	159	74	524	62	157	60	279	30	143	124	297	643	403	83	1,129
5:15	347	200	91	638	72	205	74	351	42	201	159	402	859	554	110	1,523
5:30	365	218	105	688	86	233	81	400	47	238	194	479	1,061	675	133	1,869
5:45	408	244	114	766	101	274	96	471	50	280	216	546	1,243	782	172	2,197
6:00	427	279	125	831	107	292	99	498	54	299	233	586	1,402	849	192	2,443

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	291	159	74	524	62	157	60	279	30	143	124	297	643	403	83	1,129	2,229
4:15 - 5:15	279	163	65	507	55	157	61	273	37	163	111	311	701	431	87	1,219	2,310
4:30 - 5:30	225	140	59	424	56	137	52	245	37	175	130	342	770	480	87	1,337	2,348
4:45 - 5:45	199	130	48	377	51	142	49	242	32	170	116	318	744	475	107	1,326	2,263
5:00 - 6:00	136	120	51	307	45	135	39	219	24	156	109	289	759	446	109	1,314	2,129
Peak Volumes:	**225**	**140**	**59**	**424**	**56**	**137**	**52**	**245**	**37**	**175**	**130**	**342**	**770**	**480**	**87**	**1,337**	**2,348**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	130	175	37	59	140	225	87	480	770	52	137	56



AM Peak-Hour Volume Count Worksheet

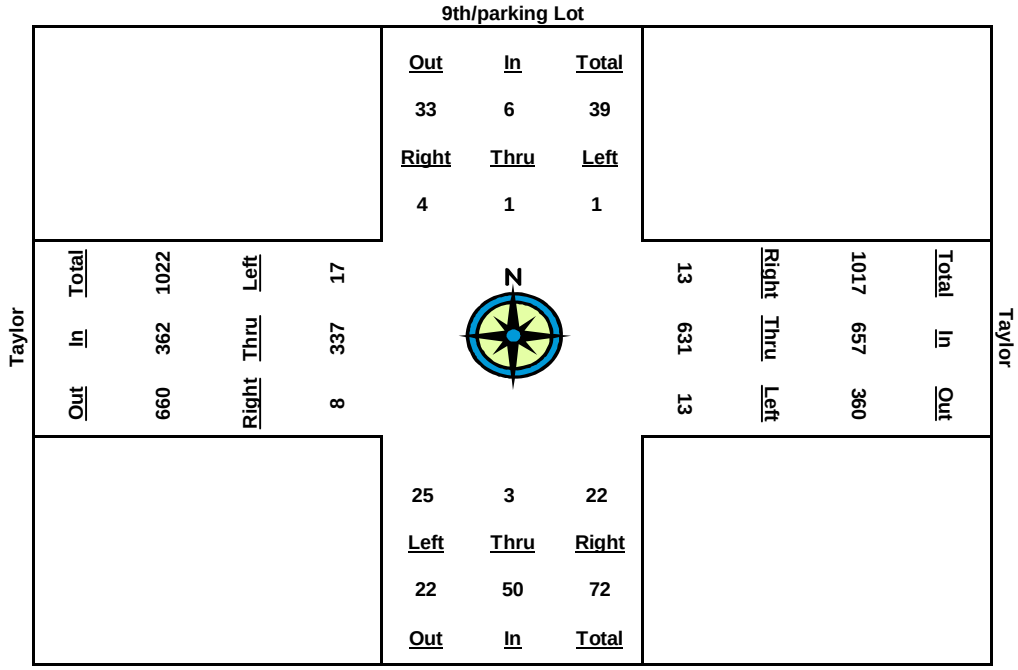
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 3/13/08
Counter: Matt & Logan
Intersection Name: 9th & Taylor
Weather: Clear
City: San Jose

	9th/parking Lot				Taylor				9th				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	1	0	0	1	2	103	1	106	1	0	9	10	1	43	0	44
7:30	1	1	0	2	3	230	3	236	6	0	13	19	3	116	3	122
7:45	2	1	1	4	8	432	6	446	11	0	20	31	5	194	5	204
8:00	4	2	1	7	9	587	7	603	17	1	26	44	6	300	12	318
8:15	4	2	1	7	14	723	14	751	24	1	31	56	9	389	17	415
8:30	5	2	1	8	16	861	16	893	28	3	38	69	11	453	20	484
8:45	5	2	1	8	17	1,017	19	1,053	31	3	44	78	12	506	24	542
9:00	6	2	1	9	19	1,124	21	1,164	37	3	51	91	17	588	30	635

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	4	2	1	7	9	587	7	603	17	1	26	44	6	300	12	318	972
7:15 - 8:15	3	2	1	6	12	620	13	645	23	1	22	46	8	346	17	371	1,068
7:30 - 8:30	4	1	1	6	13	631	13	657	22	3	25	50	8	337	17	362	1,075
7:45 - 8:45	3	1	0	4	9	585	13	607	20	3	24	47	7	312	19	338	996
8:00 - 9:00	2	0	0	2	10	537	14	561	20	2	25	47	11	288	18	317	927
Peak Volumes:	**4**	**1**	**1**	**6**	**13**	**631**	**13**	**657**	**22**	**3**	**25**	**50**	**8**	**337**	**17**	**362**	**1,075**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	25	3	22	1	1	4	17	337	8	13	631	13



PM Peak-Hour Volume Count Worksheet

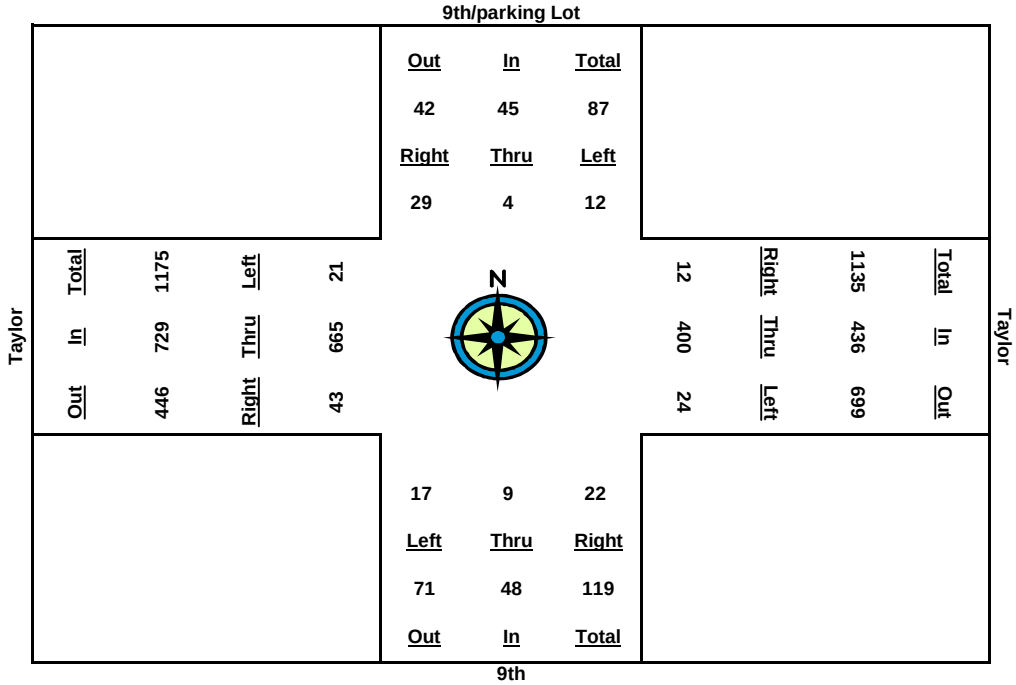
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 3/13/08
Counter: Matt & Logan
Intersection Name: 9th & Taylor
Weather: Clear
City: San Jose

	9th/parking Lot				Taylor				9th				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	4	0	5	9	2	96	3	101	7	2	1	10	9	133	2	144
4:30	9	1	5	15	6	163	8	177	15	2	3	20	11	275	10	296
4:45	17	2	8	27	8	273	14	295	21	2	6	29	14	416	19	449
5:00	21	2	12	35	11	360	21	392	22	3	9	34	18	534	23	575
5:15	35	2	17	54	16	463	28	507	25	4	10	39	27	687	27	741
5:30	40	5	19	64	19	571	35	625	30	4	15	49	39	881	36	956
5:45	47	6	23	76	22	687	43	752	38	5	21	64	43	1,057	41	1,141
6:00	50	6	24	80	23	760	45	828	44	12	26	82	61	1,199	44	1,304

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	21	2	12	35	11	360	21	392	22	3	9	34	18	534	23	575	1,036
4:15 - 5:15	31	2	12	45	14	367	25	406	18	2	9	29	18	554	25	597	1,077
4:30 - 5:30	31	4	14	49	13	408	27	448	15	2	12	29	28	606	26	660	1,186
4:45 - 5:45	30	4	15	49	14	414	29	457	17	3	15	35	29	641	22	692	1,233
5:00 - 6:00	29	4	12	45	12	400	24	436	22	9	17	48	43	665	21	729	1,258
Peak Volumes:	**29**	**4**	**12**	**45**	**12**	**400**	**24**	**436**	**22**	**9**	**17**	**48**	**43**	**665**	**21**	**729**	**1,258**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	17	9	22	12	4	29	21	665	43	24	400	12



AM Peak-Hour Volume Count Worksheet

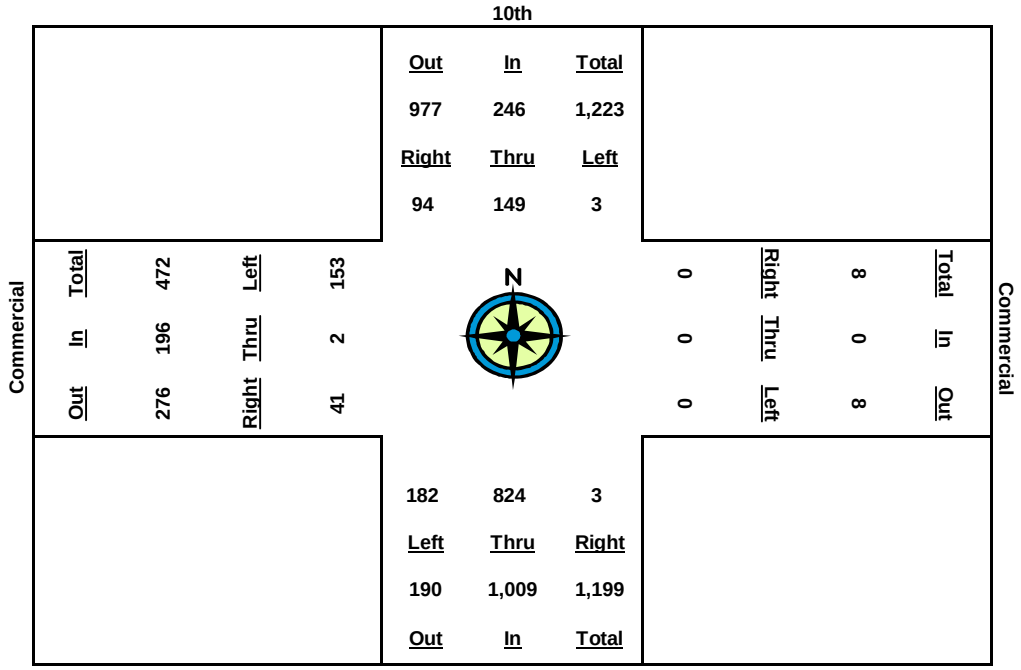
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 3/13/08
Counter: Alia & Chris
Intersection Name: 10th & Commercial
Weather: Clear
City: San Jose

	10th				Commercial				10th				Commercial			
	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	19	43	0	62	0	1	0	1	1	149	23	173	9	0	33	42
7:30	40	83	1	124	0	2	0	2	1	322	47	370	19	1	74	94
7:45	72	123	1	196	0	2	0	2	2	572	88	662	34	2	120	156
8:00	95	154	3	252	0	2	0	2	3	788	125	916	41	2	165	208
8:15	112	178	4	294	0	2	0	2	4	990	161	1,155	48	3	191	242
8:30	134	232	4	370	0	2	0	2	4	1,146	229	1,379	60	3	227	290
8:45	154	280	8	442	0	2	0	2	5	1,300	261	1,566	76	5	268	349
9:00	170	329	8	507	0	2	0	2	5	1,401	279	1,685	78	6	288	372

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	95	154	3	252	0	2	0	2	3	788	125	916	41	2	165	208	1,378
7:15 - 8:15	93	135	4	232	0	1	0	1	3	841	138	982	39	3	158	200	1,415
7:30 - 8:30	94	149	3	246	0	0	0	0	3	824	182	1,009	41	2	153	196	1,451
7:45 - 8:45	82	157	7	246	0	0	0	0	3	728	173	904	42	3	148	193	1,343
8:00 - 9:00	75	175	5	255	0	0	0	0	2	613	154	769	37	4	123	164	1,188
Peak Volumes:	**94**	**149**	**3**	**246**	**0**	**0**	**0**	**0**	**3**	**824**	**182**	**1,009**	**41**	**2**	**153**	**196**	**1,451**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	182	824	3	3	149	94	153	2	41	0	0	0



PM Peak-Hour Volume Count Worksheet

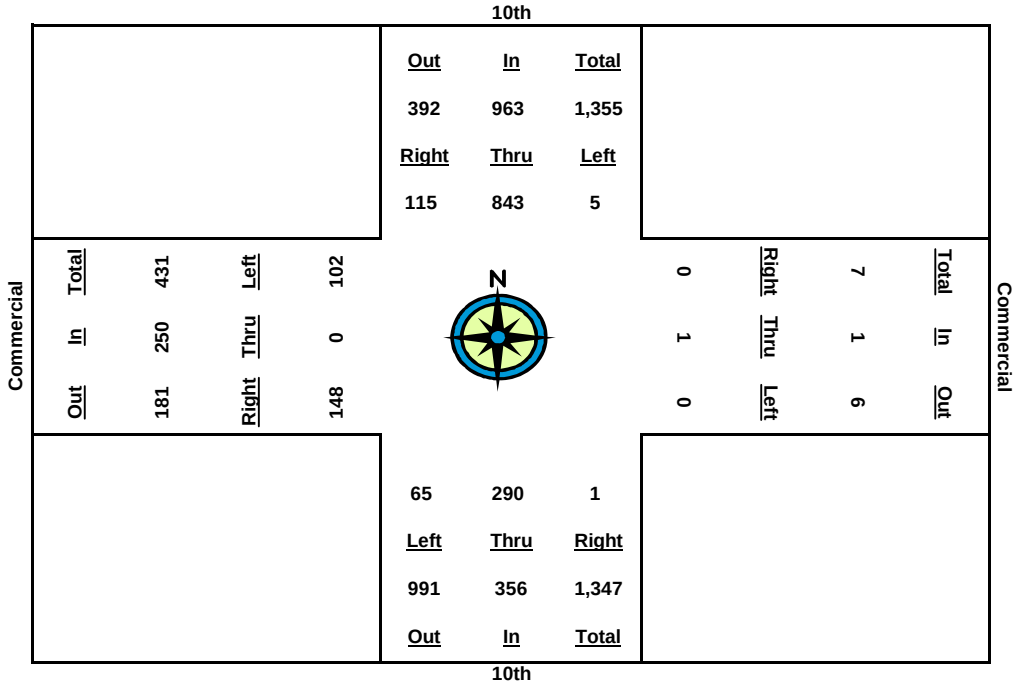
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 3/13/08
Counter: Alia & Chris
Intersection Name: 10th & Commercial
Weather: Clear
City: San Jose

	10th				Commercial				10th				Commercial			
	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	37	183	2	222	0	0	0	0	1	78	23	102	50	0	26	76
4:30	58	375	2	435	0	0	0	0	1	146	40	187	74	0	59	133
4:45	85	680	4	769	0	0	0	0	1	205	53	259	108	0	82	190
5:00	115	843	5	963	0	1	0	1	1	290	65	356	148	0	102	250
5:15	146	1,092	5	1,243	0	1	0	1	1	330	73	404	187	1	133	321
5:30	182	1,287	5	1,474	0	1	0	1	1	377	90	468	223	2	145	370
5:45	205	1,443	5	1,653	0	2	0	2	1	420	101	522	251	3	172	426
6:00	227	1,598	5	1,830	0	2	0	2	1	467	109	577	270	3	185	458

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	115	843	5	963	0	1	0	1	1	290	65	356	148	0	102	250	1,570
4:15 - 5:15	109	909	3	1,021	0	1	0	1	0	252	50	302	137	1	107	245	1,569
4:30 - 5:30	124	912	3	1,039	0	1	0	1	0	231	50	281	149	2	86	237	1,558
4:45 - 5:45	120	763	1	884	0	2	0	2	0	215	48	263	143	3	90	236	1,385
5:00 - 6:00	112	755	0	867	0	1	0	1	0	177	44	221	122	3	83	208	1,297
Peak Volumes:	**115**	**843**	**5**	**963**	**0**	**1**	**0**	**1**	**1**	**290**	**65**	**356**	**148**	**0**	**102**	**250**	**1,570**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	65	290	1	5	843	115	102	0	148	0	1	0



AM Peak-Hour Volume Count Worksheet

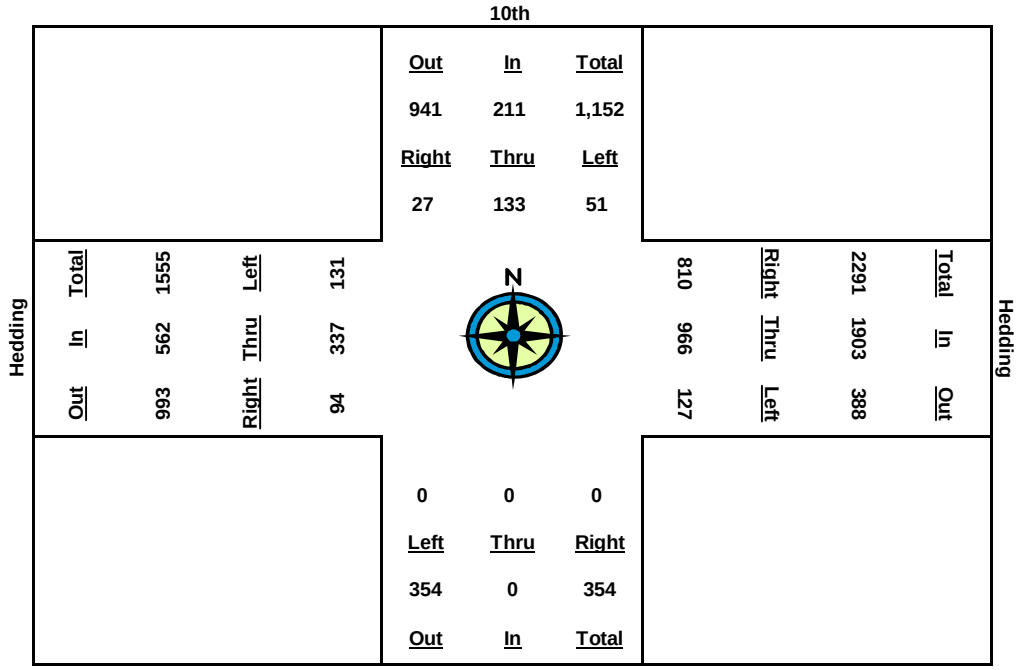
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 4/24/08
Counter: Logan & Sean
Intersection Name: 10th & Hedding
Weather: Clear
City: San Jose

	10th				Hedding				10th				Hedding			
	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	6	25	2	33	86	114	18	218	0	0	0	0	8	52	23	83
7:30	10	57	15	82	263	314	47	624	0	0	0	0	28	127	49	204
7:45	20	86	20	126	465	568	76	1,109	0	0	0	0	53	225	90	368
8:00	28	125	28	181	694	846	112	1,652	0	0	0	0	90	330	125	545
8:15	33	158	53	244	896	1,080	145	2,121	0	0	0	0	102	389	154	645
8:30	46	214	61	321	1,087	1,240	190	2,517	0	0	0	0	110	439	173	722
8:45	53	252	65	370	1,250	1,503	243	2,996	0	0	0	0	125	505	198	828
9:00	60	290	75	425	1,349	1,654	269	3,272	0	0	0	0	135	555	231	921

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	28	125	28	181	694	846	112	1,652	0	0	0	0	90	330	125	545	2,378
7:15 - 8:15	27	133	51	211	810	966	127	1,903	0	0	0	0	94	337	131	562	2,676
7:30 - 8:30	36	157	46	239	824	926	143	1,893	0	0	0	0	82	312	124	518	2,650
7:45 - 8:45	33	166	45	244	785	935	167	1,887	0	0	0	0	72	280	108	460	2,591
8:00 - 9:00	32	165	47	244	655	808	157	1,620	0	0	0	0	45	225	106	376	2,240
Peak Volumes:	**27**	**133**	**51**	**211**	**810**	**966**	**127**	**1,903**	**0**	**0**	**0**	**0**	**94**	**337**	**131**	**562**	**2,676**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	0	0	0	51	133	27	131	337	94	127	966	810



PM Peak-Hour Volume Count Worksheet

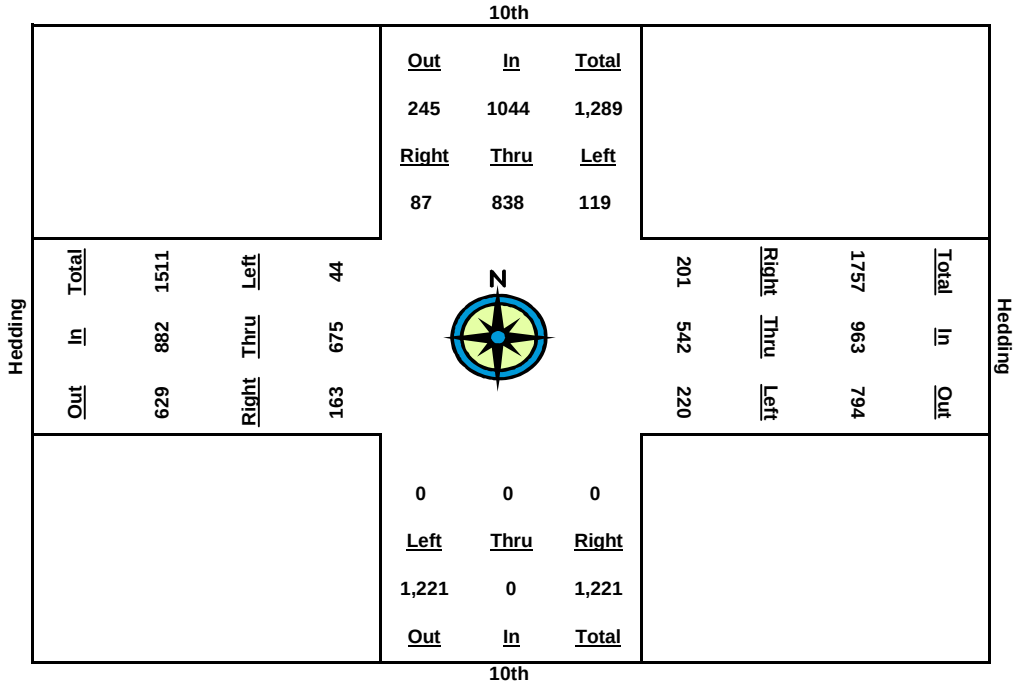
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 4/24/08
Counter: Logan & Antonio
Intersection Name: 10th & Hedding
Weather: Clear
City: San Jose

	10th				Hedding				10th				Hedding			
	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	23	177	39	239	58	112	35	205	0	0	0	0	24	146	12	182
4:30	40	319	56	415	122	213	71	406	0	0	0	0	59	279	22	360
4:45	65	526	84	675	171	317	122	610	0	0	0	0	79	401	31	511
5:00	84	715	107	906	216	442	172	830	0	0	0	0	127	615	49	791
5:15	105	962	153	1,220	276	600	229	1,105	0	0	0	0	159	737	54	950
5:30	131	1,205	182	1,518	332	721	288	1,341	0	0	0	0	202	904	69	1,175
5:45	152	1,364	203	1,719	372	859	342	1,573	0	0	0	0	242	1,076	75	1,393
6:00	172	1,515	219	1,906	392	941	390	1,723	0	0	0	0	274	1,228	80	1,582

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	84	715	107	906	216	442	172	830	0	0	0	0	127	615	49	791	2,527
4:15 - 5:15	82	785	114	981	218	488	194	900	0	0	0	0	135	591	42	768	2,649
4:30 - 5:30	91	886	126	1,103	210	508	217	935	0	0	0	0	143	625	47	815	2,853
4:45 - 5:45	87	838	119	1,044	201	542	220	963	0	0	0	0	163	675	44	882	2,889
5:00 - 6:00	88	800	112	1,000	176	499	218	893	0	0	0	0	147	613	31	791	2,684
Peak Volumes:	**87**	**838**	**119**	**1,044**	**201**	**542**	**220**	**963**	**0**	**0**	**0**	**0**	**163**	**675**	**44**	**882**	**2,889**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	0	0	0	119	838	87	44	675	163	220	542	201



AM Peak-Hour Volume Count Worksheet

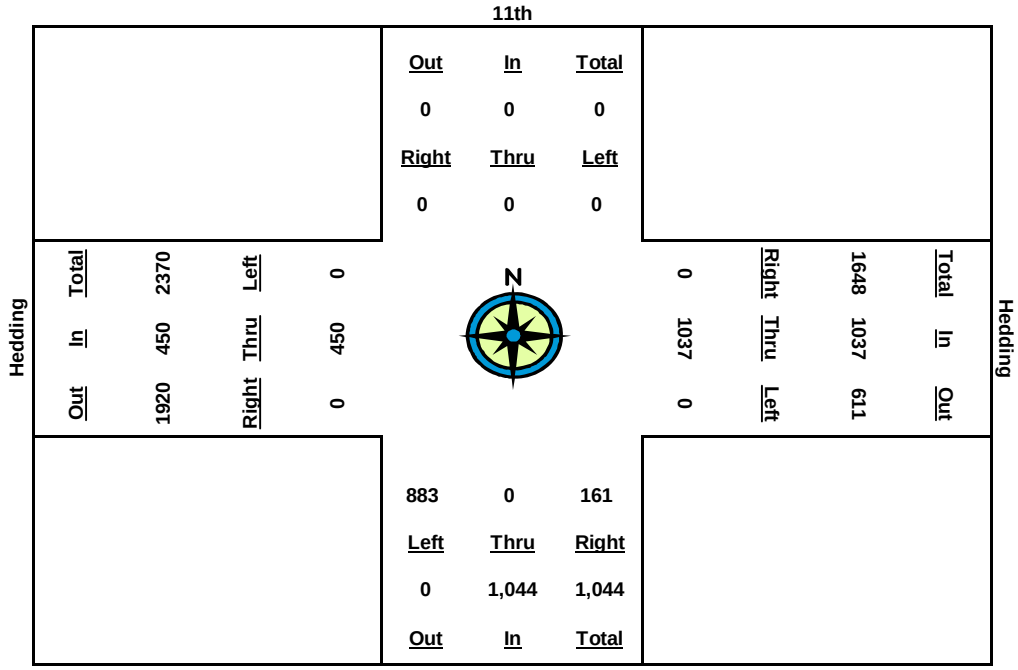
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 4/24/08
Counter: Irene & Jo
Intersection Name: 11th & Hedding
Weather: Clear
City: San Jose

	11th				Hedding				11th				Hedding			
	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	0	186	0	186	36	0	131	167	0	71	0	71
7:30	0	0	0	0	0	393	0	393	63	0	328	391	0	155	0	155
7:45	0	0	0	0	0	660	0	660	93	0	570	663	0	281	0	281
8:00	0	0	0	0	0	917	0	917	141	0	840	981	0	383	0	383
8:15	0	0	0	0	0	1,169	0	1,169	176	0	1,029	1,205	0	501	0	501
8:30	0	0	0	0	0	1,430	0	1,430	224	0	1,211	1,435	0	605	0	605
8:45	0	0	0	0	0	1,642	0	1,642	256	0	1,339	1,595	0	667	0	667
9:00	0	0	0	0	0	1,857	0	1,857	293	0	1,517	1,810	0	751	0	751

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	0	917	0	917	141	0	840	981	0	383	0	383	2,281
7:15 - 8:15	0	0	0	0	0	983	0	983	140	0	898	1,038	0	430	0	430	2,451
7:30 - 8:30	0	0	0	0	0	1,037	0	1,037	161	0	883	1,044	0	450	0	450	2,531
7:45 - 8:45	0	0	0	0	0	982	0	982	163	0	769	932	0	386	0	386	2,300
8:00 - 9:00	0	0	0	0	0	940	0	940	152	0	677	829	0	368	0	368	2,137
Peak Volumes:	**0**	**0**	**0**	**0**	**0**	**1,037**	**0**	**1,037**	**161**	**0**	**883**	**1,044**	**0**	**450**	**0**	**450**	**2,531**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	883	0	161	0	0	0	0	450	0	0	1,037	0



PM Peak-Hour Volume Count Worksheet

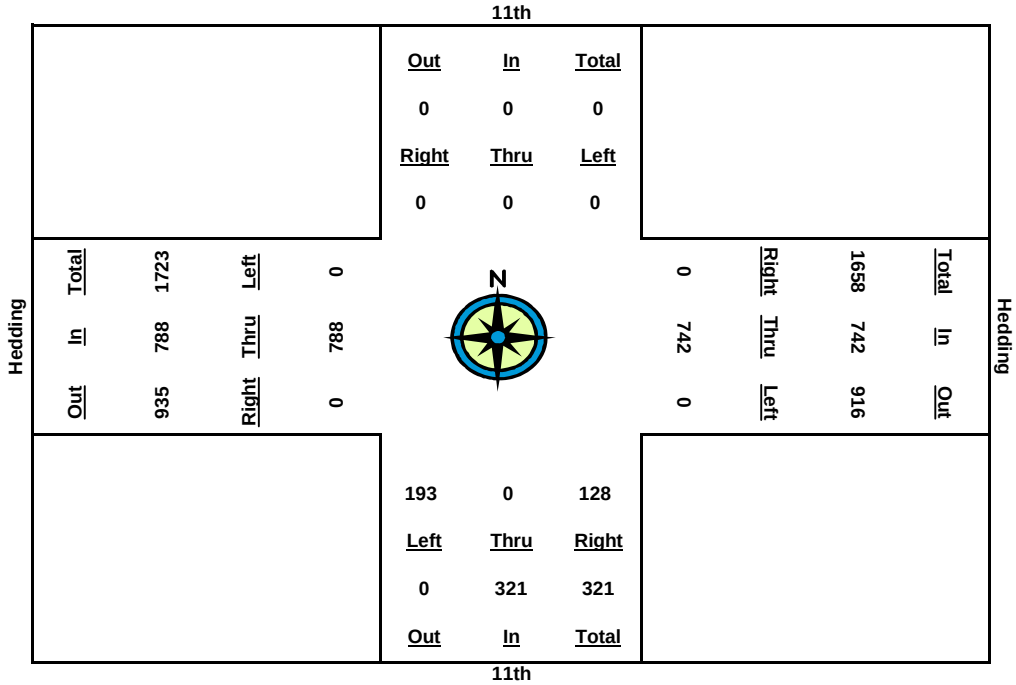
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 4/24/08
Counter: Irene & Jo
Intersection Name: 11th & Hedding
Weather: Clear
City: San Jose

	11th				Hedding				11th				Hedding			
	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	0	147	0	147	29	0	59	88	0	185	0	185
4:30	0	0	0	0	0	292	0	292	63	0	115	178	0	324	0	324
4:45	0	0	0	0	0	457	0	457	94	0	165	259	0	495	0	495
5:00	0	0	0	0	0	623	0	623	121	0	214	335	0	664	0	664
5:15	0	0	0	0	0	802	0	802	170	0	267	437	0	891	0	891
5:30	0	0	0	0	0	1,007	0	1,007	197	0	319	516	0	1,078	0	1,078
5:45	0	0	0	0	0	1,199	0	1,199	222	0	358	580	0	1,283	0	1,283
6:00	0	0	0	0	0	1,354	0	1,354	248	0	389	637	0	1,448	0	1,448

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	0	623	0	623	121	0	214	335	0	664	0	664	1,622
4:15 - 5:15	0	0	0	0	0	655	0	655	141	0	208	349	0	706	0	706	1,710
4:30 - 5:30	0	0	0	0	0	715	0	715	134	0	204	338	0	754	0	754	1,807
4:45 - 5:45	0	0	0	0	0	742	0	742	128	0	193	321	0	788	0	788	1,851
5:00 - 6:00	0	0	0	0	0	731	0	731	127	0	175	302	0	784	0	784	1,817
Peak Volumes:	**0**	**0**	**0**	**0**	**0**	**742**	**0**	**742**	**128**	**0**	**193**	**321**	**0**	**788**	**0**	**788**	**1,851**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	193	0	128	0	0	0	0	788	0	0	742	0



Appendix B

Approved Trips Inventory

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	2	0	2	0	1	4	15	0	0	2	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	7	1	7	13	19	10	31	0	15	39	5
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	1	0	0	1	1	1	2	0	1	0	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

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
RH99-03-006 SOBRATO TOWER ALMADEN/BALBACH	0	0	0	0	5	0	0	0	0	0	0	0
TOTAL:	**1**	**10**	**1**	**11**	**29**	**22**	**66**	**137**	**14**	**16**	**79**	**11**

	LEFT	THRU	RIGHT
NORTH	11	29	22
EAST	16	79	11
SOUTH	1	10	1
WEST	66	137	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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	2	3	1	3	0	3	10	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	13	2	12	7	10	19	56	0	8	20	3
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	5	1	0	5	5	5	6	0	6	1	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0

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
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**	**18**	**3**	**28**	**113**	**23**	**32**	**124**	**9**	**21**	**75**	**10**

	LEFT	THRU	RIGHT
NORTH	28	113	23
EAST	21	75	10
SOUTH	5	18	3
WEST	32	124	9

AM APPROVED TRIPS

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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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	8	0	0	0	0	5	0	1	1	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	15	0	0	0	0	7	0	28	13	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
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

AM APPROVED TRIPS

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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
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**	**37**	**9**	**0**	**4**	**2**	**35**	**44**	**55**	**116**	**20**

	LEFT	THRU	RIGHT
NORTH	9	0	4
EAST	55	116	20
SOUTH	197	0	37
WEST	2	35	44

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	1	0	0	0	0	1	0	7	4	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	27	0	0	0	0	13	0	14	7	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
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

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
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**	**53**	**17**	**0**	**11**	**11**	**122**	**227**	**34**	**41**	**8**

	LEFT	THRU	RIGHT
NORTH	17	0	11
EAST	34	41	8
SOUTH	76	0	53
WEST	11	122	227

AM APPROVED TRIPS

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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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	3	28	0	0	7	3	0	0	0	16	0	29
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	135	120	0	0	87	135	0	0	0	32	0	56

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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
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	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
PDC07-015 RES KING AND DOBBIN NE/C OF KING AND DOBBIN	111	28	0	0	15	32	0	0	0	0	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING AND DOBBIN	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	24	0	0	0	46	0	0	0	0	0	0
TOTAL:	**395**	**526**	**0**	**0**	**236**	**355**	**0**	**0**	**0**	**66**	**0**	**257**

	LEFT	THRU	RIGHT
NORTH	0	236	355
EAST	66	0	257
SOUTH	395	526	0
WEST	0	0	0

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	19	8	0	0	17	19	0	0	0	3	0	5
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	70	181	0	0	72	70	0	0	0	58	0	102

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
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC05-014 MODERN ICE OAKLAND RD AND BERRYESSA RD (NE/C)	17	9	0	0	18	0	0	0	0	5	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING AND DOBBIN	59	15	0	0	27	17	0	0	0	0	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING AND DOBBIN	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	44	0	0	0	24	0	0	0	0	0	0
TOTAL:	**197**	**359**	**0**	**0**	**435**	**246**	**0**	**0**	**0**	**90**	**0**	**156**

	LEFT	THRU	RIGHT
NORTH	0	435	246
EAST	90	0	156
SOUTH	197	359	0
WEST	0	0	0

AM APPROVED TRIPS

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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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	3	4	3	21	0	28	0	16	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	163	97	65	53	0	92	0	55	0	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0

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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
PDC05-014 MODERN ICE OAKLAND RD AND BERRYESSA RD (NE/C)	0	5	4	0	8	0	0	0	11	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING AND DOBBIN	0	139	0	0	15	0	0	0	61	0	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING AND DOBBIN	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	24	0	0	0	0	0
TOTAL:	**0**	**476**	**134**	**99**	**135**	**0**	**197**	**17**	**169**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	99	135	0
EAST	0	0	0
SOUTH	0	476	134
WEST	197	17	169

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	22	24	16	4	0	5	0	3	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	85	50	34	96	0	166	0	99	0	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0

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
PDC05-014 MODERN ICE OAKLAND RD AND BERRYESSA RD (NE/C)	0	26	2	0	23	0	0	0	34	0	0	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING AND DOBBIN	0	73	0	0	27	0	0	0	113	0	0	0
PDC07-015 RET KING AND DOBBIN NE/C OF KING AND DOBBIN	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	0	0	0	0	44	0	0	0	0	0
TOTAL:	**0**	**300**	**141**	**269**	**343**	**0**	**312**	**7**	**350**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	269	343	0
EAST	0	0	0
SOUTH	0	300	141
WEST	312	7	350

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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

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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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	4	0	0	0	0	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	11	0	0	14	0	0	0	0	0	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
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

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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
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**	**585**	**18**	**0**	**337**	**0**	**0**	**0**	**0**	**116**	**0**	**87**

	LEFT	THRU	RIGHT
NORTH	0	337	0
EAST	116	0	87
SOUTH	0	585	18
WEST	0	0	0

PM APPROVED TRIPS

05/29/2008

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
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

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
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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	2	0	0	1	0	0	0	0	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	6	0	0	25	0	0	0	0	0	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	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

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
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	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**	**164**	**26**	**0**	**731**	**0**	**0**	**0**	**0**	**79**	**0**	**88**

	LEFT	THRU	RIGHT
NORTH	0	731	0
EAST	79	0	88
SOUTH	0	164	26
WEST	0	0	0

AM APPROVED TRIPS

05/29/2008

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

05/29/2008

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	1	0	0	4	0	0	0	5	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	35	0	0	14	0	0	0	13	0	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
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

AM APPROVED TRIPS

05/29/2008

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
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**	**261**	**0**	**3**	**157**	**7**	**327**	**3**	**38**	**0**	**0**	**13**

	LEFT	THRU	RIGHT
NORTH	3	157	7
EAST	0	0	13
SOUTH	0	261	0
WEST	327	3	38

PM APPROVED TRIPS

05/29/2008

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
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

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	13	0	0	9	0	0	0	6	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	6	0	0	1	0	0	0	1	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	18	0	0	25	0	0	0	23	0	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	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

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
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	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**	**198**	**1**	**17**	**246**	**17**	**212**	**17**	**50**	**0**	**0**	**23**

	LEFT	THRU	RIGHT
NORTH	17	246	17
EAST	0	0	23
SOUTH	0	198	1
WEST	212	17	50

AM APPROVED TRIPS

05/29/2008

Intersection of: BAYSHORE/GISH

Traffix Node Number: 3288

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	6	1	11	13	16	1	0	60	5
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	6	0	0	0	1	0	0	1	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	24	0	0	0	5	0	0	43	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**36**	**1**	**11**	**13**	**22**	**1**	**0**	**104**	**5**

	LEFT	THRU	RIGHT
NORTH	36	1	11
EAST	0	104	5
SOUTH	0	0	0
WEST	13	22	1

PM APPROVED TRIPS

05/29/2008

Intersection of: BAYSHORE/GISH

Traffix Node Number: 3288

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	39	0	13	35	99	1	0	13	23
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	1	0	0	0	0	0	0	5	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	44	0	0	0	9	0	0	22	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**84**	**0**	**13**	**35**	**108**	**1**	**0**	**40**	**23**

	LEFT	THRU	RIGHT
NORTH	84	0	13
EAST	0	40	23
SOUTH	0	0	0
WEST	35	108	1

AM APPROVED TRIPS

05/29/2008

Intersection of: BAYSHORE/TENTH

Traffix Node Number: 3289

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	161	53	2	0	0	0	0	0	0	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	4	2	0	1	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	4	15	0	0	0	0	0	20	9	0	39	30
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**165**	**68**	**2**	**0**	**0**	**0**	**0**	**24**	**11**	**0**	**40**	**31**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	40	31
SOUTH	165	68	2
WEST	0	24	11

PM APPROVED TRIPS

05/29/2008

Intersection of: BAYSHORE/TENTH

Traffix Node Number: 3289

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	51	43	11	0	0	0	0	0	0	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	1	2	0	0	0	0	0	1	0	0	5	3
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	2	8	0	0	0	0	0	36	17	0	20	15
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**54**	**53**	**11**	**0**	**0**	**0**	**0**	**37**	**17**	**0**	**25**	**18**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	25	18
SOUTH	54	53	11
WEST	0	37	17

AM APPROVED TRIPS

05/29/2008

Intersection of: COMMERCIAL/OAKLAND

Traffix Node Number: 3421

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	73	0	0	17	0	0	0	0	0	0	0
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	20	0	5	0	0	2	0	0	24	2	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	46	179	42	6	71	18	4	17	19	108	68	22
H00-06-048 OAKLAND RD (W/S), 410 N/O BROKAW RD	0	14	0	0	2	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	21	77	13	0	0	0	0	0	0	0	0	0
PDC00-03-015 CREEKSIDE PLAZA BROKAW & RIDDER PARK	0	43	0	0	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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	1	0	36	3	3	0	0	3	2	6	1	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	33	27	92	12	13	0	0	12	8	201	35	20
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0

AM APPROVED TRIPS

05/29/2008

Intersection of: COMMERCIAL/OAKLAND

Traffix Node Number: 3421

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
PDC07-015 RES KING AND DOBBIN NE/C OF KING AND DOBBIN	0	28	0	15	15	0	0	0	0	32	0	28
PDC07-015 RET KING AND DOBBIN NE/C OF KING AND DOBBIN	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	24	2	0	0	0	0	0	46	0	4
TOTAL:	**101**	**461**	**207**	**43**	**132**	**18**	**6**	**32**	**29**	**417**	**106**	**74**

	LEFT	THRU	RIGHT
NORTH	43	132	18
EAST	417	106	74
SOUTH	101	461	207
WEST	6	32	29

Intersection of: COMMERCIAL/OAKLAND

Traffix Node Number: 3421

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	9	0	0	72	0	0	0	0	0	0	0
CP99-057 NELLA OIL COMMERCIAL ST & OLD OAKLAND RD (SE/C)	0	24	0	5	0	0	2	0	0	27	2	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	14	43	35	1	80	11	3	25	34	38	11	6
H00-06-048 OAKLAND RD (W/S), 410 N/O BROKAW RD	0	3	0	0	13	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	5	4	11	92	1	0	8	13	0	0	0
PDC00-03-015 CREEKSIDE PLAZA BROKAW & RIDDER PARK	0	5	0	0	43	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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	4	3	6	1	1	0	0	0	0	35	4	2
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	17	14	167	22	23	0	0	21	15	104	18	11
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0

Intersection of: COMMERCIAL/OAKLAND

Traffix Node Number: 3421

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
PDC07-015 RES KING AND DOBBIN NE/C OF KING AND DOBBIN	0	15	0	27	27	0	0	0	0	17	0	15
PDC07-015 RET KING AND DOBBIN NE/C OF KING AND DOBBIN	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM PEPPER LANE S/W CORNER BERRYESSA RD & JACKSON AVE	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 RES PEPPER LANE SW/C OF BERRYESSA AND JACKSON	0	0	44	4	0	0	0	0	0	24	0	2
TOTAL:	**35**	**121**	**256**	**71**	**351**	**12**	**5**	**54**	**62**	**245**	**35**	**36**

	LEFT	THRU	RIGHT
NORTH	71	351	12
EAST	245	35	36
SOUTH	35	121	256
WEST	5	54	62

AM APPROVED TRIPS

05/29/2008

Intersection of: COMMERCIAL/TENTH

Traffix Node Number: 3422

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	11	84	0	0	3	1	26	0	4	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	2	0	0	0	0	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	19	0	0	9	0	0	0	0	0	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**11**	**103**	**0**	**0**	**14**	**1**	**26**	**0**	**4**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	14	1
EAST	0	0	0
SOUTH	11	103	0
WEST	26	0	4

PM APPROVED TRIPS

05/29/2008

Intersection of: COMMERCIAL/TENTH

Traffix Node Number: 3422

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	7	33	0	0	78	10	15	0	21	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	2	0	0	0	0	0	0	0	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	10	0	0	17	0	0	0	0	0	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**7**	**45**	**0**	**0**	**95**	**10**	**15**	**0**	**21**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	95	10
EAST	0	0	0
SOUTH	7	45	0
WEST	15	0	21

AM APPROVED TRIPS

05/29/2008

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	2	2	0	0	0	3	16	0	0	2	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	3	5	0	5	8	6	41	0	9	63	5
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	1	0	0	0	0	2	0	0	1	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**	**96**	**12**	**0**	**6**	**8**	**10**	**103**	**0**	**9**	**102**	**5**

	LEFT	THRU	RIGHT
NORTH	0	6	8
EAST	9	102	5
SOUTH	13	96	12
WEST	10	103	0

PM APPROVED TRIPS

05/29/2008

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	1	2	1	3	0	1	12	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	5	9	0	3	4	11	74	0	5	32	3
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	1	2	0	1	1	1	7	0	2	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:	**13**	**27**	**15**	**2**	**58**	**11**	**15**	**177**	**3**	**12**	**134**	**5**

	LEFT	THRU	RIGHT
NORTH	2	58	11
EAST	12	134	5
SOUTH	13	27	15
WEST	15	177	3

AM APPROVED TRIPS

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Intersection of: ELEVENTH/HEDDING

Page No: 1

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	5	0	0	0	0	33	0	0	4	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	5	0	9	0	0	0	0	77	0	14	119	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	1	0	0	0	0	4	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:	**84**	**0**	**34**	**0**	**0**	**0**	**0**	**138**	**2**	**16**	**177**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	16	177	0
SOUTH	84	0	34
WEST	0	138	2

PM APPROVED TRIPS

05/29/2008

Intersection of: ELEVENTH/HEDDING

Page No: 2

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	1	0	1	0	0	0	0	6	0	3	27	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	3	0	16	0	0	0	0	139	0	7	62	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	2	0	0	0	0	14	0	2	14	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**16**	**0**	**33**	**0**	**0**	**0**	**0**	**239**	**43**	**18**	**214**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	18	214	0
SOUTH	16	0	33
WEST	0	239	43

AM APPROVED TRIPS

05/29/2008

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	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

05/29/2008

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	1	8	2	0	0	13	0	0	2	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	5	1	21	5	0	0	15	0	2	28	30
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
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**	**169**	**11**	**46**	**62**	**7**	**16**	**69**	**2**	**12**	**66**	**50**

	LEFT	THRU	RIGHT
NORTH	46	62	7
EAST	12	66	50
SOUTH	17	169	11
WEST	16	69	2

PM APPROVED TRIPS

05/29/2008

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

PM APPROVED TRIPS

05/29/2008

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	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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	1	0	1	0	0	0	2	0	1	11	5
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	3	2	39	10	0	0	28	0	1	15	16
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
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**	**72**	**17**	**78**	**186**	**24**	**7**	**67**	**4**	**15**	**67**	**39**

	LEFT	THRU	RIGHT
NORTH	78	186	24
EAST	15	67	39
SOUTH	5	72	17
WEST	7	67	4

AM APPROVED TRIPS

05/29/2008

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	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

05/29/2008

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	2	0	0	1	12	0	0	2	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	6	0	2	1	21	0	0	38	6
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
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**	**29**	**30**	**8**	**25**	**83**	**5**	**0**	**108**	**33**

	LEFT	THRU	RIGHT
NORTH	29	30	8
EAST	0	108	33
SOUTH	7	59	1
WEST	25	83	5

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

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	7	0	0	0	15	0	0	13	7
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	1	0	2	0	0	10	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	10	0	1	2	38	0	0	20	3
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
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**	**62**	**110**	**33**	**15**	**111**	**10**	**0**	**95**	**16**

	LEFT	THRU	RIGHT
NORTH	62	110	33
EAST	0	95	16
SOUTH	9	35	2
WEST	15	111	10

AM APPROVED TRIPS

05/29/2008

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	6	3	1	0	0	20	1	1	3	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	4	2	17	9	5	0	0	36	2	32	57	4
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	3	0	0	0	0	0	0	1	0	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:	**11**	**129**	**29**	**15**	**21**	**3**	**5**	**91**	**12**	**36**	**97**	**8**

	LEFT	THRU	RIGHT
NORTH	15	21	3
EAST	36	97	8
SOUTH	11	129	29
WEST	5	91	12

PM APPROVED TRIPS

05/29/2008

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	1	0	1	0	0	0	0	3	0	5	16	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	2	1	31	17	8	0	0	65	3	16	29	2
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	9	0	0	0	0	0	0	9	0	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0

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Intersection of: FOURTH/HEDDING

Page No: 3

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
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:	**11**	**36**	**50**	**43**	**159**	**17**	**3**	**142**	**17**	**39**	**82**	**8**

	LEFT	THRU	RIGHT
NORTH	43	159	17
EAST	39	82	8
SOUTH	11	36	50
WEST	3	142	17

AM APPROVED TRIPS

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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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	1	1	30	7	0	0	37	0	0	5	6
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	50	4	86	22	0	0	85	0	7	133	210
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	5	0	0	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
PDC07-015 RES KING AND DOBBIN NE/C OF KING AND DOBBIN	0	67	0	56	20	0	0	7	0	0	12	72

AM APPROVED TRIPS

05/29/2008

Intersection of: HEDDING/OAKLAND

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
PDC07-015 RET KING AND DOBBIN NE/C OF KING AND DOBBIN	0	0	0	0	0	0	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:	**19**	**200**	**9**	**182**	**81**	**13**	**35**	**161**	**1**	**18**	**196**	**292**

	LEFT	THRU	RIGHT
NORTH	182	81	13
EAST	18	196	292
SOUTH	19	200	9
WEST	35	161	1

PM APPROVED TRIPS

05/29/2008

Intersection of: HEDDING/OAKLAND

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	8	0	5	1	0	0	7	0	1	29	37
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	26	6	156	39	0	0	155	0	3	69	109
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	1	0	0	0	0	17	0	1	17	0
PDC05-014 MODERN ICE OAKLAND RD AND BERRYESSA RD (NE/C)	0	7	2	0	0	0	17	3	0	5	10	2
PDC07-015 RES KING AND DOBBIN NE/C OF KING AND DOBBIN	0	35	0	103	38	0	0	12	0	0	7	38

PM APPROVED TRIPS

05/29/2008

Intersection of: HEDDING/OAKLAND

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
PDC07-015 RET KING AND DOBBIN NE/C OF KING AND DOBBIN	0	0	0	0	0	0	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:	**2**	**120**	**14**	**304**	**188**	**47**	**39**	**236**	**3**	**19**	**172**	**194**

	LEFT	THRU	RIGHT
NORTH	304	188	47
EAST	19	172	194
SOUTH	2	120	14
WEST	39	236	3

AM APPROVED TRIPS

05/29/2008

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	2	0	0	0	0	28	1	0	3	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	2	0	6	0	0	0	0	61	1	11	90	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	1	0	0	0	0	3	0	0	1	0
PDC97-08-056 BERNAL PARK APTS 7TH & MISSION (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**17**	**23**	**26**	**0**	**0**	**0**	**0**	**101**	**11**	**17**	**101**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	17	101	0
SOUTH	17	23	26
WEST	0	101	11

PM APPROVED TRIPS

05/29/2008

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	5	0	2	21	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	1	0	11	0	0	0	0	111	2	6	47	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	3	0	0	0	0	9	0	3	9	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**	**0**	**19**	**14**	**5**	**5**	**0**	**135**	**11**	**17**	**88**	**0**

	LEFT	THRU	RIGHT
NORTH	14	5	5
EAST	17	88	0
SOUTH	9	0	19
WEST	0	135	11

AM APPROVED TRIPS

05/29/2008

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	3	1	1	0	0	28	2	1	4	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	13	8	4	5	0	0	65	3	17	102	6
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	1	0	0	0	0	4	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:	**0**	**54**	**14**	**7**	**13**	**4**	**14**	**144**	**9**	**23**	**174**	**34**

	LEFT	THRU	RIGHT
NORTH	7	13	4
EAST	23	174	34
SOUTH	0	54	14
WEST	14	144	9

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	2	1	0	0	0	0	5	0	5	23	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	7	14	7	9	0	0	117	5	9	53	3
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	2	0	0	0	0	12	0	2	12	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**	**20**	**20**	**21**	**111**	**45**	**3**	**209**	**36**	**58**	**160**	**40**

	LEFT	THRU	RIGHT
NORTH	21	111	45
EAST	58	160	40
SOUTH	0	20	20
WEST	3	209	36

AM APPROVED TRIPS

05/29/2008

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	12	0	0	2	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	1	1	22	0	0	40	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**5**	**2**	**0**	**0**	**21**	**19**	**62**	**8**	**2**	**79**	**24**

	LEFT	THRU	RIGHT
NORTH	0	0	21
EAST	2	79	24
SOUTH	0	5	2
WEST	19	62	8

PM APPROVED TRIPS

05/29/2008

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	2	0	0	11	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	1	1	39	0	0	21	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**2**	**0**	**1**	**15**	**2**	**8**	**25**	**112**	**3**	**2**	**103**	**3**

	LEFT	THRU	RIGHT
NORTH	15	2	8
EAST	2	103	3
SOUTH	2	0	1
WEST	25	112	3

AM APPROVED TRIPS

05/29/2008

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	1	2	3	0	0	2	15	0	0	2	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	3	5	8	6	11	5	34	0	9	49	13
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	1	0	0	0	0	2	0	0	1	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**	**34**	**9**	**11**	**14**	**12**	**7**	**97**	**4**	**12**	**109**	**13**

	LEFT	THRU	RIGHT
NORTH	11	14	12
EAST	12	109	13
SOUTH	3	34	9
WEST	7	97	4

PM APPROVED TRIPS

05/29/2008

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	1	2	3	0	3	0	2	10	2
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	6	9	15	3	6	8	62	0	5	25	7
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	1	2	0	1	1	1	6	0	2	6	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	16	13	20	155	13	10	139	8	20	94	9

	LEFT	THRU	RIGHT
NORTH	20	155	13
EAST	20	94	9
SOUTH	1	16	13
WEST	10	139	8

AM APPROVED TRIPS

05/29/2008

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	7	0	0	1	17	0	0	2	1
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	1	22	1	6	3	43	0	2	71	50
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	2	0	0	1	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING AND DOBBIN	0	0	0	20	0	0	0	3	0	0	6	67
PDC07-015 RET KING AND DOBBIN NE/C OF KING AND DOBBIN	0	0	0	0	0	0	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:	2	55	3	51	9	24	28	89	1	2	83	118

	LEFT	THRU	RIGHT
NORTH	51	9	24
EAST	2	83	118
SOUTH	2	55	3
WEST	28	89	1

PM APPROVED TRIPS

05/29/2008

Intersection of: TAYLOR/THIRTEENTH

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	1	0	1	0	3	0	0	14	8
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	1	2	40	0	3	6	77	0	1	37	26
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	1	0	0	1	1	8	0	1	8	0
PDC07-015 RES KING AND DOBBIN NE/C OF KING AND DOBBIN	0	0	0	38	0	0	0	6	0	0	3	35
PDC07-015 RET KING AND DOBBIN NE/C OF KING AND DOBBIN	0	0	0	0	0	0	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**	**14**	**4**	**94**	**36**	**29**	**24**	**114**	**0**	**2**	**76**	**70**

	LEFT	THRU	RIGHT
NORTH	94	36	29
EAST	2	76	70
SOUTH	1	14	4
WEST	24	114	0

AM APPROVED TRIPS

05/29/2008

Intersection of: SEVENTH/TAYLOR

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

PM APPROVED TRIPS

05/29/2008

Intersection of: SEVENTH/TAYLOR

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

Appendix C

Volume Summary Tables

Intersection Number: 1
Traffix Node Number: 4038
Intersection Name: SR 87 & Taylor Street
Peak Hour: AM
Date of Analysis: 08/27/10
Count Date: 03/13/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	65	0	126	121	376	586	927	0	855	243	275	155	3729
Approved Project Trips													
CSJ ATI	4	0	9	20	116	55	37	0	197	44	35	2	519
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	4	0	9	20	116	55	37	0	197	44	35	2	519
Background Conditions	69	0	135	141	492	641	964	0	1052	287	310	157	4248
Background + NSJ Vacancy	69	0	135	141	492	641	964	0	1052	287	310	157	
Project Trip Components													
Condominium Trips	0	0	6	12	3	23	13	0	0	0	2	0	59
Senior Housing Trips	0	0	1	1	0	3	2	0	0	0	0	0	7
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	7	13	3	26	15	0	0	0	2	0	66
Project Conditions	69	0	142	154	495	667	979	0	1052	287	312	157	4314
TRAFFIX check	69	0	142	154	496	668	979	0	1052	287	312	157	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Strategy 2000 - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Japantown Corp Yard Res Mixed-use	0	0	18	40	6	40	17	0	0	0	3	0	124
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	18	40	6	40	17	0	0	0	3	0	124
Cumulative Conditions	69	0	160	194	501	707	996	0	1052	287	315	157	4438
TRAFFIX check	69	0	160	194	501	707	996	0	1052	287	315	157	

Intersection Number: 2
Traffix Node Number: 3776
Intersection Name: San Pedro Street & Taylor Street
Peak Hour: AM
Date of Analysis: 08/27/10
Count Date: 04/04/07
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	115	149	102	69	909	63	45	168	122	51	264	70	2127
Approved Project Trips													
CSJ ATI	21	0	0	24	79	2	2	5	0	8	62	19	222
Existing Vacant Commercial Trips	0	0	0	0	0	0	1	0	0	0	0	0	1
Total Approved Trips	21	0	0	24	79	2	3	5	0	8	62	19	223
Background Conditions	136	149	102	93	988	65	48	173	122	59	326	89	2350
Background + NSJ Vacancy	136	149	102	94	1002	66	48	173	122	66	362	98	
Project Trip Components													
Condominium Trips	0	0	0	0	38	0	0	0	0	0	21	0	59
Senior Housing Trips	0	0	0	0	5	0	0	0	0	0	3	0	8
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	1	0	0	0	0	0	0	0	1
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	2	0	0	0	0	0	2
Total Existing Commercial Trips	0	0	0	0	0	-3	-8	0	0	0	0	0	-11
Net Project Trips	0	0	0	0	44	-3	-6	0	0	0	24	0	59
Project Conditions	136	149	102	94	1046	63	42	173	122	66	386	98	2477
TRAFFIX check	136	149	102	94	1045	64	42	173	122	66	386	98	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	0	0	18	0	2	0	0	0	8	8	13	49
Downtown Strategy 2000 - Phase 2	1	0	0	6	0	0	2	5	0	0	0	0	14
Japantown Corp Yard Res Mixed-use	0	0	0	0	86	2	3	0	0	0	39	0	130
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	1	0	0	24	86	4	5	5	0	8	47	13	193
Cumulative Conditions	137	149	102	118	1132	67	47	178	122	74	433	111	2670
TRAFFIX check	137	149	102	118	1132	67	47	178	122	74	433	111	

Intersection Number: 3
Traffix Node Number: 3054
Intersection Name: North First Street & I-880 Southbound Ramps (CMP)
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 10/02/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	605	0	262	5	429	213	1369	0	0	0	0	2883
Approved Project Trips													
CSJ ATI	0	337	0	87	0	116	18	585	0	0	0	0	1143
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	337	0	87	0	116	18	585	0	0	0	0	1143
Background Conditions	0	942	0	349	5	545	231	1954	0	0	0	0	4026
Background + NSJ Vacancy	0	966	0	386	6	605	250	2077	0	0	0	0	
Project Trip Components													
Condominium Trips	0	3	0	0	0	3	9	6	0	0	0	0	21
Senior Housing Trips	0	0	0	0	0	0	1	1	0	0	0	0	2
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	3	0	0	0	3	10	7	0	0	0	0	23
Project Conditions	0	969	0	386	6	608	260	2084	0	0	0	0	4313
TRAFFIX check	0	970	0	386	6	608	261	2084	0	0	0	0	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	177	0	17	0	22	15	115	0	0	0	0	346
Downtown Strategy 2000 - Phase 2	0	10	0	3	0	4	0	26	0	0	0	0	43
Japantown Corp Yard Res Mixed-use	0	6	0	0	0	11	0	11	0	0	0	0	28
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	193	0	20	0	37	15	152	0	0	0	0	417
Cumulative Conditions	0	1162	0	406	6	645	275	2236	0	0	0	0	4730
TRAFFIX check	0	1162	0	406	6	645	275	2236	0	0	0	0	

Intersection Number: 4
Traffix Node Number: 3055
Intersection Name: North First Street & I-880 Northbound Ramps (CMP)
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 09/24/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	106	620	56	150	0	0	18	1227	0	146	69	481	2873
Approved Project Trips													
CSJ ATI	7	157	3	13	0	0	0	261	0	38	3	327	809
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	7	157	3	13	0	0	0	261	0	38	3	327	809
Background Conditions	113	777	59	163	0	0	18	1488	0	184	72	808	3682
Background + NSJ Vacancy	114	783	60	163	0	0	19	1562	0	207	83	885	
Project Trip Components													
Condominium Trips	0	6	0	0	0	0	0	20	0	5	0	0	31
Senior Housing Trips	0	1	0	0	0	0	0	2	0	1	0	0	4
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	7	0	0	0	0	0	22	0	6	0	0	35
Project Conditions	114	790	60	163	0	0	19	1584	0	213	83	885	3911
TRAFFIX check	114	790	60	163	0	0	19	1585	0	213	83	885	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	3	22	2	13	0	0	0	100	0	10	3	52	205
Downtown Strategy 2000 - Phase 2	0	7	1	0	0	0	0	18	0	2	0	10	38
Japantown Corp Yard Res Mixed-use	0	17	0	0	0	0	0	61	0	11	0	0	89
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	3	46	3	13	0	0	0	179	0	23	3	62	332
Cumulative Conditions	117	836	63	176	0	0	19	1763	0	236	86	947	4243
TRAFFIX check	117	836	63	176	0	0	19	1763	0	236	86	947	

Intersection Number: 5
Traffix Node Number: 3496
Intersection Name: North First Street & Hedding Street
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 03/13/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	122	302	58	113	501	70	56	625	61	21	247	142	2318
Approved Project Trips													
CSJ ATI	7	62	46	50	66	12	11	169	17	2	69	16	527
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	7	62	46	50	66	12	11	169	17	2	69	16	527
Background Conditions	129	364	104	163	567	82	67	794	78	23	316	158	2845
Background + NSJ Vacancy	129	364	104	163	567	82	67	794	78	23	316	158	
Project Trip Components													
Condominium Trips	0	5	5	12	3	0	0	9	0	0	2	0	36
Senior Housing Trips	0	1	1	1	0	0	0	1	0	0	0	0	4
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	6	6	13	3	0	0	10	0	0	2	0	40
Project Conditions	129	370	110	176	570	82	67	804	78	23	318	158	2885
TRAFFIX check	129	370	110	176	571	82	67	804	78	23	318	158	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	5	15	2	1	8	0	3	57	11	2	27	12	143
Downtown Strategy 2000 - Phase 2	2	12	4	3	23	1	2	31	6	0	10	4	98
Japantown Corp Yard Res Mixed-use	0	19	9	19	5	0	0	42	0	0	2	0	96
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	7	46	15	23	36	1	5	130	17	2	39	16	337
Cumulative Conditions	136	416	125	199	606	83	72	934	95	25	357	174	3222
TRAFFIX check	136	416	125	199	606	83	72	934	95	25	357	174	

Intersection Number: 6
Traffix Node Number: 3519
Intersection Name: North First Street & Taylor Street (P)
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 04/04/07
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	100	219	56	79	624	13	39	446	133	41	381	201	2332
Approved Project Trips													
CSJ ATI	8	30	29	33	108	0	1	59	7	5	83	25	388
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Approved Trips	8	30	29	33	108	0	1	59	7	5	84	25	389
Background Conditions	108	249	85	112	732	13	40	505	140	46	465	226	2721
Background + NSJ Vacancy	108	250	85	114	746	13	40	509	141	48	485	236	
Project Trip Components													
Condominium Trips	0	0	5	9	38	2	1	0	0	0	21	0	76
Senior Housing Trips	0	0	1	1	5	0	0	0	0	0	3	0	10
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	1	0	0	0	0	0	0	0	1
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Existing Commercial Trips	0	0	0	0	-3	0	0	0	0	0	-8	0	-11
Net Project Trips	0	0	6	10	41	2	1	0	0	0	18	0	78
Project Conditions	108	250	91	124	787	15	41	509	141	48	503	236	2853
TRAFFIX check	108	250	91	124	787	15	41	509	141	48	503	236	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	3	9	2	3	28	0	0	8	2	3	18	12	88
Downtown Strategy 2000 - Phase 2	2	7	2	2	18	0	1	15	4	2	16	11	80
Japantown Corp Yard Res Mixed-use	0	9	10	23	87	0	0	19	0	0	42	0	190
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	5	25	14	28	133	0	1	42	6	5	76	23	358
Cumulative Conditions	113	275	105	152	920	15	42	551	147	53	579	259	3211
TRAFFIX check	113	275	105	152	920	15	42	551	147	53	579	259	

Intersection Number: 7
Traffix Node Number: 3534
Intersection Name: North Fourth Street & Hedding Street (P)
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 04/04/07
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	85	189	73	148	914	109	47	359	62	73	339	31	2429
Approved Project Trips													
CSJ ATI	3	21	15	8	97	36	29	129	11	12	91	5	457
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Approved Trips	3	21	15	8	97	36	29	129	11	12	92	5	458
Background Conditions	88	210	88	156	1011	145	76	488	73	85	431	36	2887
Background + NSJ Vacancy	88	210	88	164	1061	151	90	594	91	92	463	39	
Project Trip Components													
Condominium Trips	0	2	0	0	15	0	0	3	0	0	7	0	27
Senior Housing Trips	0	0	0	0	2	0	0	0	0	0	1	0	3
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	-2	0	-1	0	0	-2	0	0	-4	0	-9
Net Project Trips	0	2	-2	0	16	0	0	1	0	0	4	0	21
Project Conditions	88	212	86	164	1077	151	90	595	91	92	467	39	3152
TRAFFIX check	88	212	86	164	1077	151	90	596	91	92	467	39	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	2	12	3	0	4	0	2	91	5	3	19	4	145
Downtown Strategy 2000 - Phase 2	1	3	0	4	23	2	1	36	2	1	7	1	81
Japantown Corp Yard Res Mixed-use	0	2	0	0	25	0	0	3	0	0	12	0	42
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	3	17	3	4	52	2	3	130	7	4	38	5	268
Cumulative Conditions	91	229	89	168	1129	153	93	725	98	96	505	44	3420
TRAFFIX check	91	229	89	168	1129	153	93	725	98	96	505	44	

Intersection Number: 8
Traffix Node Number: 3544
Intersection Name: North Fourth Street & Taylor Street
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 04/04/07
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	38	226	30	86	592	41	7	291	90	39	290	147	1877
Approved Project Trips													
CSJ ATI	22	29	11	11	79	16	1	10	1	14	137	66	397
Existing Vacant Commercial Trips	0	0	0	0	1	0	1	0	0	0	2	0	4
Total Approved Trips	22	29	11	11	80	16	2	10	1	14	139	66	401
Background Conditions	60	255	41	97	672	57	9	301	91	53	429	213	2278
Background + NSJ Vacancy	61	258	41	100	692	58	10	346	105	58	466	232	
Project Trip Components													
Condominium Trips	0	0	2	3	48	0	0	0	0	0	27	0	80
Senior Housing Trips	0	0	0	0	6	0	0	0	0	0	4	0	10
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	1	0	1
Live/Work Apartment Trips	0	0	0	0	1	0	0	0	0	0	0	0	1
Live/Work Comm & Artist Studio Trips	0	0	1	0	1	0	0	0	0	0	2	0	4
Total Existing Commercial Trips	0	0	0	-2	-5	-2	-6	0	0	0	-11	0	-26
Net Project Trips	0	0	3	1	51	-2	-6	0	0	0	23	0	70
Project Conditions	61	258	44	101	743	56	4	346	105	58	489	232	2497
TRAFFIX check	61	258	44	102	742	56	4	346	105	58	488	232	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	1	10	2	6	12	0	0	0	0	9	65	51	156
Downtown Strategy 2000 - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Japantown Corp Yard Res Mixed-use	0	1	2	2	111	0	0	2	0	0	53	0	171
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	1	11	4	8	123	0	0	2	0	9	118	51	327
Cumulative Conditions	62	269	48	109	866	56	4	348	105	67	607	283	2824
TRAFFIX check	62	269	48	109	866	56	4	348	105	67	607	283	

Intersection Number: 9
Traffix Node Number: 3580
Intersection Name: North Seventh Street & Hedding Street
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 03/13/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	12	14	26	78	873	26	60	155	71	24	450	29	1818
Approved Project Trips													
CSJ ATI	0	0	0	0	101	17	26	23	17	11	101	0	296
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Approved Trips	0	0	0	0	101	17	26	23	17	11	102	0	297
Background Conditions	12	14	26	78	974	43	86	178	88	35	552	29	2115
Background + NSJ Vacancy	12	14	26	81	1007	44	91	191	94	37	587	31	
Project Trip Components													
Condominium Trips	0	0	0	0	7	0	0	0	8	2	5	0	22
Senior Housing Trips	0	0	0	0	1	0	0	0	1	0	1	0	3
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	-2	0	0	0	-2	-1	-2	0	-10	0	-17
Net Project Trips	0	0	-2	0	8	0	-2	-1	7	2	-4	0	8
Project Conditions	12	14	24	81	1015	44	89	190	101	39	583	31	2223
TRAFFIX check	12	14	24	81	1015	44	89	190	101	40	583	31	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	0	0	0	7	0	10	23	5	0	9	0	54
Downtown Strategy 2000 - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Japantown Corp Yard Res Mixed-use	0	4	0	0	1	8	21	7	25	13	2	0	81
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	4	0	0	8	8	31	30	30	13	11	0	135
Cumulative Conditions	12	18	24	81	1023	52	120	220	131	52	594	31	2358
TRAFFIX check	12	18	24	81	1023	52	120	220	131	52	594	31	

Intersection Number: 10
Traffix Node Number: 3909
Intersection Name: North Seventh Street & Taylor Street
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 06/12/07
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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
Existing Vacant Commercial Trips	0	0	0	1	2	0	0	0	0	0	4	0	7
Total Approved Trips	0	15	0	3	40	0	0	24	9	7	60	7	165
Background Conditions	26	64	26	76	632	14	7	158	51	21	346	40	1461
Background + NSJ Vacancy	26	64	26	78	652	14	7	158	51	21	351	41	
Project Trip Components													
Condominium Trips	0	0	2	8	51	3	2	0	0	0	29	0	95
Senior Housing Trips	0	0	0	1	6	0	0	0	0	0	4	0	11
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	1	0	1
Live/Work Apartment Trips	0	0	0	0	1	0	0	0	0	0	0	0	1
Live/Work Comm & Artist Studio Trips	0	0	1	0	1	0	0	0	0	0	5	0	7
Total Existing Commercial Trips	0	0	-2	-4	-13	0	-2	0	0	0	-27	0	-48
Net Project Trips	0	0	1	5	46	3	0	0	0	0	12	0	67
Project Conditions	26	64	27	83	698	17	7	158	51	21	363	41	1556
TRAFFIX check	26	64	29	83	698	17	7	158	51	21	363	41	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	0	0	2	20	0	0	6	1	1	38	7	75
Downtown Strategy 2000 - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Japantown Corp Yard Res Mixed-use	0	26	0	0	1	18	34	52	110	59	1	0	301
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	26	0	2	21	18	34	58	111	60	39	7	376
Cumulative Conditions	26	90	27	85	719	35	41	216	162	81	402	48	1932
TRAFFIX check	26	90	27	85	719	35	41	216	162	81	402	48	

Intersection Number: 11
Traffix Node Number: 3288
Intersection Name: Old Bayshore Hwy & I-880 Southbound Ramps
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 04/24/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	180	9	201	335	1380	33	14	10	10	14	174	100	2460
Approved Project Trips													
CSJ ATI	11	1	36	5	104	0	0	0	0	1	22	13	193
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	11	1	36	5	104	0	0	0	0	1	22	13	193
Background Conditions	191	10	237	340	1484	33	14	10	10	15	196	113	2653
Background + NSJ Vacancy	199	10	245	365	1585	35	14	10	10	15	198	114	
Project Trip Components													
Condominium Trips	0	0	8	0	6	0	0	0	0	0	0	0	14
Senior Housing Trips	0	0	1	0	1	0	0	0	0	0	0	0	2
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	9	0	7	0	0	0	0	0	0	0	16
Project Conditions	199	10	254	365	1592	35	14	10	10	15	198	114	2816
TRAFFIX check	199	10	254	365	1592	35	14	10	10	15	198	114	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	11	1	6	5	60	0	0	0	0	1	16	13	113
Downtown Strategy 2000 - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Japantown Corp Yard Res Mixed-use	0	0	7	0	0	0	0	0	0	0	0	0	7
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	11	1	13	5	60	0	0	0	0	1	16	13	120
Cumulative Conditions	210	11	267	370	1652	35	14	10	10	16	214	127	2936
TRAFFIX check	210	11	267	370	1652	35	14	10	10	16	214	127	

Intersection Number: 12
Traffix Node Number: 3289
Intersection Name: Old Bayshore Hwy & I-880 Northbound Ramps
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 04/24/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	414	69	26	53	553	21	46	305	555	189	113	81	2425
Approved Project Trips													
CSJ ATI	0	0	0	31	40	0	2	68	165	11	24	0	341
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	31	40	0	2	68	165	11	24	0	341
Background Conditions	414	69	26	84	593	21	48	373	720	200	137	81	2766
Background + NSJ Vacancy	457	76	29	87	625	22	49	382	736	200	137	81	
Project Trip Components													
Condominium Trips	0	3	0	0	0	0	0	14	12	8	0	0	37
Senior Housing Trips	0	0	0	0	0	0	0	2	1	1	0	0	4
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	3	0	0	0	0	0	16	13	9	0	0	41
Project Conditions	457	79	29	87	625	22	49	398	749	209	137	81	2922
TRAFFIX check	457	80	29	87	625	22	49	398	750	209	137	81	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	0	0	0	0	0	2	53	161	0	0	0	216
Downtown Strategy 2000 - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Japantown Corp Yard Res Mixed-use	0	0	0	0	0	0	0	16	0	7	0	0	23
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	2	69	161	7	0	0	239
Cumulative Conditions	457	79	29	87	625	22	51	467	910	216	137	81	3161
TRAFFIX check	457	79	29	87	625	22	51	467	910	216	137	81	

Intersection Number: 13
Traffix Node Number: 3422
Intersection Name: North Tenth Street & Commercial Street
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 03/13/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	94	149	3	0	0	0	3	824	182	41	2	153	1451
Approved Project Trips													
CSJ ATI	1	14	0	0	0	0	0	103	11	4	0	26	159
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	1	14	0	0	0	0	0	103	11	4	0	26	159
Background Conditions	95	163	3	0	0	0	3	927	193	45	2	179	1610
Background + NSJ Vacancy	95	163	3	0	0	0	3	927	193	45	2	179	
Project Trip Components													
Condominium Trips	0	11	0	0	0	0	0	26	0	0	0	0	37
Senior Housing Trips	0	2	0	0	0	0	0	3	0	0	0	0	5
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	1	0	0	0	0	1
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	13	0	0	0	0	0	30	0	0	0	0	43
Project Conditions	95	176	3	0	0	0	3	957	193	45	2	179	1653
TRAFFIX check	95	176	3	0	0	0	3	957	193	45	2	179	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	1	3	0	0	0	0	0	84	11	4	0	26	129
Downtown Strategy 2000 - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Japantown Corp Yard Res Mixed-use	2	6	0	0	0	0	0	12	0	0	0	4	24
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	3	9	0	0	0	0	0	96	11	4	0	30	153
Cumulative Conditions	98	185	3	0	0	0	3	1053	204	49	2	209	1806
TRAFFIX check	98	185	3	0	0	0	3	1053	204	49	2	209	

Intersection Number: 14
Traffix Node Number: 3581
Intersection Name: North Tenth Street & Hedding Street (P)
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 04/24/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	133	51	810	966	127	0	0	0	94	337	131	2676
Approved Project Trips													
CSJ ATI	4	13	7	34	174	23	14	54	0	9	144	14	490
Existing Vacant Commercial Trips	0	0	0	0	0	1	0	0	0	2	0	0	3
Total Approved Trips	4	13	7	34	174	24	14	54	0	11	144	14	493
Background Conditions	31	146	58	844	1140	151	14	54	0	105	481	145	3169
Background + NSJ Vacancy	51	96	138	412	1528	125	94	1564	6	44	517	140	
Project Trip Components													
Condominium Trips	0	11	0	0	0	12	15	26	7	5	0	0	76
Senior Housing Trips	0	2	0	0	0	2	2	3	1	1	0	0	11
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	1	0	0	0	0	1
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	-8	0	0	0	-13	0	0	-21
Net Project Trips	0	13	0	0	0	6	17	30	8	-7	0	0	67
Project Conditions	51	109	138	412	1528	131	111	1594	14	37	517	140	4782
TRAFFIX check	51	109	138	412	1528	131	111	1594	14	36	517	140	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	1	5	1	19	25	2	0	0	0	4	31	11	99
Downtown Strategy 2000 - Phase 2	3	2	1	9	35	2	2	41	0	0	9	3	107
Japantown Corp Yard Res Mixed-use	0	6	0	0	9	0	0	9	0	0	19	4	47
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	4	13	2	28	69	4	2	50	0	4	59	18	253
Cumulative Conditions	55	122	140	440	1597	135	113	1644	14	41	576	158	5035
TRAFFIX check	55	122	140	440	1597	135	113	1644	14	41	576	158	

Intersection Number: 15
Traffix Node Number: 3822
Intersection Name: North Tenth Street & Taylor Street (P)
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 06/12/07
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	222	15	0	609	78	0	0	0	43	295	0	1305
Approved Project Trips													
CSJ ATI	12	14	11	13	109	12	9	34	3	4	97	7	325
Existing Vacant Commercial Trips	1	0	1	0	2	0	0	0	0	0	1	0	5
Total Approved Trips	13	14	12	13	111	12	9	34	3	4	98	7	330
Background Conditions	56	236	27	13	720	90	9	34	3	47	393	7	1635
Background + NSJ Vacancy	38	180	22	13	838	69	57	1285	129	27	386	32	
Project Trip Components													
Condominium Trips	2	3	13	5	14	0	0	2	0	0	24	0	63
Senior Housing Trips	0	0	2	1	2	0	0	0	0	0	3	0	8
Restaurant Trips	0	0	0	0	1	0	0	0	0	0	0	0	1
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	3	0	0	0	0	0	1	0	4
Total Existing Commercial Trips	-4	-1	-5	0	-17	0	0	0	0	0	-4	0	-31
Net Project Trips	-2	2	10	6	3	0	0	2	0	0	24	0	45
Project Conditions	36	182	32	19	841	69	57	1287	129	27	410	32	3121
TRAFFIX check	35	183	31	19	841	69	57	1287	129	27	410	32	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	4	0	0	19	2	0	0	0	2	17	0	44
Downtown Strategy 2000 - Phase 2	0	4	0	0	17	1	1	30	3	0	7	0	63
Japantown Corp Yard Res Mixed-use	2	3	0	0	17	0	0	4	0	0	30	5	61
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	2	11	0	0	53	3	1	34	3	2	54	5	168
Cumulative Conditions	38	193	32	19	894	72	58	1321	132	29	464	37	3289
TRAFFIX check	38	193	32	19	894	72	58	1321	132	29	464	37	

Intersection Number: 16
Traffix Node Number: 3469
Intersection Name: North Eleventh Stree & Hedding Street
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 04/24/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	1037	0	161	0	883	0	450	0	2531
Approved Project Trips													
CSJ ATI	0	0	0	0	177	16	34	0	84	2	138	0	451
Existing Vacant Commercial Trips	0	0	0	0	1	0	0	0	0	0	0	0	1
Total Approved Trips	0	0	0	0	178	16	34	0	84	2	138	0	452
Background Conditions	0	0	0	0	1215	16	195	0	967	2	588	0	2983
Background + NSJ Vacancy	0	0	0	0	1711	117	204	0	605	105	638	0	
Project Trip Components													
Condominium Trips	0	0	0	0	12	0	0	0	0	0	15	0	27
Senior Housing Trips	0	0	0	0	2	0	0	0	0	0	2	0	4
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	-8	0	0	0	0	0	0	0	-8
Net Project Trips	0	0	0	0	6	0	0	0	0	0	17	0	23
Project Conditions	0	0	0	0	1717	117	204	0	605	105	655	0	3403
TRAFFIX check	0	0	0	0	1717	117	204	0	605	105	655	0	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	0	0	0	3	0	15	0	65	0	4	0	87
Downtown Strategy 2000 - Phase 2	0	0	0	0	42	2	4	0	14	2	13	0	77
Japantown Corp Yard Res Mixed-use	0	0	0	0	9	1	1	0	0	0	19	0	30
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	54	3	20	0	79	2	36	0	194
Cumulative Conditions	0	0	0	0	1771	120	224	0	684	107	691	0	3597
TRAFFIX check	0	0	0	0	1771	120	224	0	684	107	691	0	

Intersection Number: 17
Traffix Node Number: 3467
Intersection Name: North Eleventh Stree & Taylor Street (P)
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 06/12/07
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	8	6	0	5	102	9	12	96	13	0	103	10	364
Existing Vacant Commercial Trips	0	0	0	0	2	0	0	0	0	0	1	0	3
Total Approved Trips	8	6	0	5	104	9	12	96	13	0	104	10	367
Background Conditions	8	6	0	65	674	9	78	1120	135	0	365	49	2509
Background + NSJ Vacancy	32	198	10	19	935	65	265	1234	570	13	717	22	
Project Trip Components													
Condominium Trips	0	0	0	0	18	0	0	0	2	3	34	0	57
Senior Housing Trips	0	0	0	0	3	0	0	0	0	0	4	0	7
Restaurant Trips	0	0	0	0	1	0	0	0	0	0	0	0	1
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	1	0	1
Live/Work Comm & Artist Studio Trips	0	0	0	0	3	0	0	0	0	0	1	0	4
Total Existing Commercial Trips	0	0	0	0	-15	0	0	0	-2	-1	-9	0	-27
Net Project Trips	0	0	0	0	10	0	0	0	0	2	31	0	43
Project Conditions	32	198	10	19	945	65	265	1234	570	15	748	22	4123
TRAFFIX check	32	198	10	19	944	65	265	1234	570	16	749	22	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	0	0	0	12	0	3	84	8	0	18	1	126
Downtown Strategy 2000 - Phase 2	0	1	0	0	5	0	1	7	3	0	4	0	21
Japantown Corp Yard Res Mixed-use	1	0	0	0	16	0	0	0	0	0	29	1	47
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	1	1	0	0	33	0	4	91	11	0	51	2	194
Cumulative Conditions	33	199	10	19	978	65	269	1325	581	15	799	24	4317
TRAFFIX check	33	199	10	19	978	65	269	1325	581	15	799	24	

Intersection Number: 18
Traffix Node Number: 3421
Intersection Name: Oakland Road & Commercial Street
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 11/07/06
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	69	572	82	142	379	578	186	943	318	118	49	23	3459
Approved Project Trips													
CSJ ATI	18	132	43	74	106	417	207	461	101	29	32	6	1626
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	18	132	43	74	106	417	207	461	101	29	32	6	1626
Background Conditions	87	704	125	216	485	995	393	1404	419	147	81	29	5085
Background + NSJ Vacancy	89	717	127	219	494	1008	411	1494	449	147	81	29	
Project Trip Components													
Condominium Trips	0	3	0	0	0	0	0	6	0	0	0	0	9
Senior Housing Trips	0	0	0	0	0	0	0	1	0	0	0	0	1
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	3	0	0	0	0	0	7	0	0	0	0	10
Project Conditions	89	720	127	219	494	1008	411	1501	449	147	81	29	5275
TRAFFIX check	89	721	127	219	494	1008	411	1501	449	147	81	29	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	0	0	0	0	0	13	77	21	0	0	0	111
Downtown Strategy 2000 - Phase 2	18	71	6	22	68	108	42	179	46	19	17	4	600
Japantown Corp Yard Res Mixed-use	0	6	0	0	0	0	0	12	0	0	0	0	18
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	18	77	6	22	68	108	55	268	67	19	17	4	729
Cumulative Conditions	107	797	133	241	562	1116	466	1769	516	166	98	33	6004
TRAFFIX check	107	797	133	241	562	1116	466	1769	516	166	98	33	

Intersection Number: 19
Traffix Node Number: 3021
Intersection Name: Oakland Road & US 101 Northbound Ramps (CMP)
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 09/24/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	822	570	0	469	2	86	0	822	491	0	0	0	3262
Approved Project Trips													
CSJ ATI	355	236	0	257	0	66	0	526	395	0	0	0	1835
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	355	236	0	257	0	66	0	526	395	0	0	0	1835
Background Conditions	1177	806	0	726	2	152	0	1348	886	0	0	0	5097
Background + NSJ Vacancy	1202	823	0	782	2	162	0	1414	925	0	0	0	
Project Trip Components													
Condominium Trips	0	3	0	0	0	4	0	6	10	0	0	0	23
Senior Housing Trips	0	0	0	0	0	1	0	1	1	0	0	0	3
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	3	0	0	0	5	0	7	11	0	0	0	26
Project Conditions	1202	826	0	782	2	167	0	1421	936	0	0	0	5336
TRAFFIX check	1202	827	0	782	2	167	0	1421	937	0	0	0	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	3	1	0	13	0	2	0	66	28	0	0	0	113
Downtown Strategy 2000 - Phase 2	124	77	0	74	0	14	0	178	74	0	0	0	541
Japantown Corp Yard Res Mixed-use	0	6	0	0	0	2	0	12	0	0	0	0	20
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	127	84	0	87	0	18	0	256	102	0	0	0	674
Cumulative Conditions	1329	910	0	869	2	185	0	1677	1038	0	0	0	6010
TRAFFIX check	1329	910	0	869	2	185	0	1677	1038	0	0	0	

Intersection Number: 20
Traffix Node Number: 3022
Intersection Name: Oakland Road & US 101 Southbound Ramps (CMP)
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 09/24/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	358	302	0	0	0	224	1062	0	303	0	332	2581
Approved Project Trips													
CSJ ATI	0	135	99	0	0	0	134	476	0	169	17	197	1227
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	135	99	0	0	0	134	476	0	169	17	197	1227
Background Conditions	0	493	401	0	0	0	358	1538	0	472	17	529	3808
Background + NSJ Vacancy	0	504	410	0	0	0	371	1602	0	487	17	546	
Project Trip Components													
Condominium Trips	0	8	0	0	0	0	8	17	0	9	0	0	42
Senior Housing Trips	0	1	0	0	0	0	1	2	0	1	0	0	5
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	9	0	0	0	0	9	19	0	10	0	0	47
Project Conditions	0	513	410	0	0	0	380	1621	0	497	17	546	3984
TRAFFIX check	0	513	410	0	0	0	380	1621	0	497	17	546	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	1	2	0	0	0	12	84	0	8	0	11	118
Downtown Strategy 2000 - Phase 2	0	7	8	0	0	0	5	40	0	9	0	14	83
Japantown Corp Yard Res Mixed-use	0	8	0	0	0	0	6	12	0	0	0	0	26
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	16	10	0	0	0	23	136	0	17	0	25	227
Cumulative Conditions	0	529	420	0	0	0	403	1757	0	514	17	571	4211
TRAFFIX check	0	529	420	0	0	0	403	1757	0	514	17	571	

Intersection Number: 21
Traffix Node Number: 3576
Intersection Name: North Thirteenth Stre & Hedding Street (P)
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 04/04/07
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	136	116	110	117	727	11	31	480	126	33	262	342	2491
Approved Project Trips													
CSJ ATI	13	81	182	292	196	18	9	200	19	1	161	35	1207
Existing Vacant Commercial Trips	1	0	0	0	0	0	0	0	1	0	0	0	2
Total Approved Trips	14	81	182	292	196	18	9	200	20	1	161	35	1209
Background Conditions	150	197	292	409	923	29	40	680	146	34	423	377	3700
Background + NSJ Vacancy	157	203	297	420	990	30	42	706	153	37	450	412	
Project Trip Components													
Condominium Trips	8	8	0	0	4	0	0	15	0	0	5	9	49
Senior Housing Trips	1	1	0	0	1	0	0	2	0	0	1	1	7
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	-4	0	0	0	0	0	0	-2	-4	0	0	0	-10
Net Project Trips	5	9	0	0	5	0	0	15	-4	0	6	10	46
Project Conditions	162	212	297	420	995	30	42	721	149	37	456	422	3943
TRAFFIX check	162	212	297	420	994	30	42	722	149	37	456	423	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	5	8	3	0	4	0	2	47	16	1	20	17	123
Downtown Strategy 2000 - Phase 2	1	4	2	2	18	0	0	10	3	0	5	4	49
Japantown Corp Yard Res Mixed-use	3	7	0	0	7	0	1	14	0	0	17	4	53
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	9	19	5	2	29	0	3	71	19	1	42	25	225
Cumulative Conditions	171	231	302	422	1024	30	45	792	168	38	498	447	4168
TRAFFIX check	171	231	302	422	1024	30	45	792	168	38	498	447	

Intersection Number: 22
Traffix Node Number: 3823
Intersection Name: North Thirteenth Stre & Taylor Street
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 11/09/06
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	24	9	51	118	83	2	3	55	2	1	89	28	465
Existing Vacant Commercial Trips	0	0	0	0	1	0	0	0	0	0	1	1	3
Total Approved Trips	24	9	51	118	84	2	3	55	2	1	90	29	468
Background Conditions	67	139	90	222	655	15	18	440	38	13	316	100	2113
Background + NSJ Vacancy	68	142	91	225	670	15	19	466	40	13	319	101	
Project Trip Components													
Condominium Trips	8	0	0	0	10	0	0	0	0	0	19	15	52
Senior Housing Trips	1	0	0	0	1	0	0	0	0	0	2	2	6
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	1	0	0	0	2	0	0	0	0	0	0	0	3
Total Existing Commercial Trips	-2	0	0	0	-10	0	0	0	-2	0	-4	-4	-22
Net Project Trips	8	0	0	0	3	0	0	0	-2	0	17	13	39
Project Conditions	76	142	91	225	673	15	19	466	38	13	336	114	2208
TRAFFIX check	77	142	91	225	674	15	19	466	38	13	337	114	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	1	8	2	0	0	0	2	55	2	1	21	5	97
Downtown Strategy 2000 - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Japantown Corp Yard Res Mixed-use	6	3	0	0	10	0	0	6	0	0	19	10	54
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	7	11	2	0	10	0	2	61	2	1	40	15	151
Cumulative Conditions	83	153	93	225	683	15	21	527	40	14	376	129	2359
TRAFFIX check	83	153	93	225	683	15	21	527	40	14	376	129	

Intersection Number: 23
Traffix Node Number: 6151
Intersection Name: North Ninth Street & Taylor Street (unsig)
Peak Hour: AM — Date of Analysis: 08/27/10
Count Date: 03/13/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	4	1	1	13	631	13	22	3	25	8	337	17	1075
Approved Project Trips													
CSJ ATI	0	0	0	0	124	0	0	0	0	0	108	0	232
Existing Vacant Commercial Trips	2	0	1	2	1	0	0	1	0	0	0	4	11
Total Approved Trips	2	0	1	2	125	0	0	1	0	0	108	4	243
Background Conditions	6	1	2	15	756	13	22	4	25	8	445	21	1318
Background + NSJ Vacancy	6	1	2	15	756	13	22	4	25	8	445	21	
Project Trip Components													
Condominium Trips	60	5	24	14	2	0	0	3	0	0	0	33	141
Senior Housing Trips	7	1	3	2	0	0	0	0	0	0	0	5	18
Restaurant Trips	0	0	0	1	0	0	0	2	0	0	0	2	5
Live/Work Apartment Trips	1	0	0	0	0	0	0	0	0	0	0	0	1
Live/Work Comm & Artist Studio Trips	2	2	1	3	0	0	0	6	0	0	0	6	20
Total Existing Commercial Trips	-14	-3	-4	-17	-4	0	0	-8	0	0	0	-30	-80
Net Project Trips	56	5	24	3	-2	0	0	3	0	0	0	16	105
Project Conditions	62	6	26	18	754	13	22	7	25	8	445	37	1423
TRAFFIX check	63	5	26	18	753	13	22	6	25	8	445	36	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	0	0	0	19	0	0	0	0	0	19	0	38
Downtown Strategy 2000 - Phase 2	0	0	0	0	20	0	0	0	0	0	7	0	27
Japantown Corp Yard Res Mixed-use	0	0	0	0	19	0	0	0	0	0	35	0	54
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	58	0	0	0	0	0	61	0	119
Cumulative Conditions	62	6	26	18	812	13	22	7	25	8	506	37	1542
TRAFFIX check	62	6	26	18	812	13	22	7	25	8	506	37	

Intersection Number: 1
Traffix Node Number: 4038
Intersection Name: SR 87 & Taylor Street
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 03/13/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	272	0	168	126	449	990	571	0	477	632	436	90	4211
Approved Project Trips													
CSJ ATI	11	0	17	8	41	34	53	0	76	227	122	11	600
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	11	0	17	8	41	34	53	0	76	227	122	11	600
Background Conditions	283	0	185	134	490	1024	624	0	553	859	558	101	4811
Background + NSJ Vacancy	283	0	185	134	490	1024	624	0	553	859	558	101	
Project Trip Components													
Condominium Trips	0	0	11	6	2	12	23	0	0	0	3	0	57
Senior Housing Trips	0	0	1	1	0	2	3	0	0	0	0	0	7
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	12	7	2	14	26	0	0	0	3	0	64
Project Conditions	283	0	197	141	492	1038	650	0	553	859	561	101	4875
TRAFFIX check	283	0	198	141	492	1038	650	0	553	859	561	101	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Downtown Strategy 2000 - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Japantown Corp Yard Res Mixed-use	0	0	43	24	3	24	43	0	0	0	6	0	143
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	43	24	3	24	43	0	0	0	6	0	143
Cumulative Conditions	283	0	240	165	495	1062	693	0	553	859	567	101	5018
TRAFFIX check	283	0	240	165	495	1062	693	0	553	859	567	101	

Intersection Number: 2
Traffix Node Number: 3776
Intersection Name: San Pedro Street & Taylor Street
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 04/04/07
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	885	45	41	29	1012	22	31	22	170	128	613	181	3179
Approved Project Trips													
CSJ ATI	8	2	15	3	103	2	1	0	2	3	112	25	276
Existing Vacant Commercial Trips	0	0	0	0	0	1	1	0	0	0	0	0	2
Total Approved Trips	8	2	15	3	103	3	2	0	2	3	112	25	278
Background Conditions	893	47	56	32	1115	25	33	22	172	131	725	206	3457
Background + NSJ Vacancy	893	47	56	33	1145	26	33	22	172	135	745	212	
Project Trip Components													
Condominium Trips	0	0	0	0	20	0	0	0	0	0	37	0	57
Senior Housing Trips	0	0	0	0	3	0	0	0	0	0	5	0	8
Restaurant Trips	0	0	0	0	0	1	3	0	0	0	0	0	4
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	1	0	1
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	2	0	0	0	0	0	0	2
Total Existing Commercial Trips	0	0	0	0	0	-11	-8	0	0	0	0	0	-19
Net Project Trips	0	0	0	0	23	-8	-5	0	0	0	43	0	53
Project Conditions	893	47	56	33	1168	18	28	22	172	135	788	212	3572
TRAFFIX check	893	47	56	33	1168	18	28	22	172	135	787	212	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	0	0	2	33	1	0	0	0	1	16	2	55
Downtown Strategy 2000 - Phase 2	1	2	15	1	19	1	1	0	2	2	22	3	69
Japantown Corp Yard Res Mixed-use	0	0	0	0	51	4	3	0	0	0	91	0	149
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	1	2	15	3	103	6	4	0	2	3	129	5	273
Cumulative Conditions	894	49	71	36	1271	24	32	22	174	138	917	217	3845
TRAFFIX check	894	49	71	36	1271	24	32	22	174	138	917	217	

Intersection Number: 3
Traffix Node Number: 3054
Intersection Name: North First Street & I-880 Southbound Ramps (CMP)
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 10/02/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	30	1369	0	179	6	412	235	812	0	0	0	0	3043
Approved Project Trips													
CSJ ATI	0	731	0	88	0	79	26	164	0	0	0	0	1088
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	731	0	88	0	79	26	164	0	0	0	0	1088
Background Conditions	30	2100	0	267	6	491	261	976	0	0	0	0	4131
Background + NSJ Vacancy	33	2251	0	281	6	524	266	992	0	0	0	0	
Project Trip Components													
Condominium Trips	0	6	0	0	0	5	5	3	0	0	0	0	19
Senior Housing Trips	0	1	0	0	0	1	1	0	0	0	0	0	3
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	7	0	0	0	6	6	3	0	0	0	0	22
Project Conditions	33	2258	0	281	6	530	272	995	0	0	0	0	4375
TRAFFIX check	33	2258	0	281	6	529	272	996	0	0	0	0	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	180	0	55	0	54	25	45	0	0	0	0	359
Downtown Strategy 2000 - Phase 2	0	44	0	3	0	3	0	12	0	0	0	0	62
Japantown Corp Yard Res Mixed-use	0	11	0	0	0	26	0	6	0	0	0	0	43
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	235	0	58	0	83	25	63	0	0	0	0	464
Cumulative Conditions	33	2493	0	339	6	613	297	1058	0	0	0	0	4839
TRAFFIX check	33	2493	0	339	6	613	297	1058	0	0	0	0	

Intersection Number: 4
Traffix Node Number: 3055
Intersection Name: North First Street & I-880 Northbound Ramps (CMP)
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 09/24/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	172	1340	71	128	0	0	22	919	0	96	63	230	3041
Approved Project Trips													
CSJ ATI	17	246	17	23	0	0	1	198	0	50	17	212	781
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	17	246	17	23	0	0	1	198	0	50	17	212	781
Background Conditions	189	1586	88	151	0	0	23	1117	0	146	80	442	3822
Background + NSJ Vacancy	198	1653	92	151	0	0	23	1126	0	152	84	456	
Project Trip Components													
Condominium Trips	0	11	0	0	0	0	0	11	0	9	0	0	31
Senior Housing Trips	0	1	0	0	0	0	0	2	0	1	0	0	4
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	12	0	0	0	0	0	13	0	10	0	0	35
Project Conditions	198	1665	92	151	0	0	23	1139	0	162	84	456	3970
TRAFFIX check	198	1665	92	151	0	0	23	1138	0	162	84	456	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	12	87	12	23	0	0	1	39	0	14	14	34	236
Downtown Strategy 2000 - Phase 2	5	36	5	0	0	0	0	28	0	3	3	8	88
Japantown Corp Yard Res Mixed-use	0	37	0	0	0	0	0	36	0	28	0	0	101
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	17	160	17	23	0	0	1	103	0	45	17	42	425
Cumulative Conditions	215	1825	109	174	0	0	24	1242	0	207	101	498	4395
TRAFFIX check	215	1825	109	174	0	0	24	1242	0	207	101	498	

Intersection Number: 5
Traffix Node Number: 3496
Intersection Name: North First Street & Hedding Street
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 03/13/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	278	733	198	58	347	81	78	476	66	45	468	225	3053
Approved Project Trips													
CSJ ATI	24	186	78	39	67	15	17	72	5	4	67	7	581
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	24	186	78	39	67	15	17	72	5	4	67	7	581
Background Conditions	302	919	276	97	414	96	95	548	71	49	535	232	3634
Background + NSJ Vacancy	302	919	276	97	414	96	95	548	71	49	535	232	
Project Trip Components													
Condominium Trips	0	10	10	6	2	0	0	5	0	0	3	0	36
Senior Housing Trips	0	1	1	1	0	0	0	1	0	0	0	0	4
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	11	11	7	2	0	0	6	0	0	3	0	40
Project Conditions	302	930	287	104	416	96	95	554	71	49	538	232	3674
TRAFFIX check	302	930	287	104	416	96	95	553	71	49	538	232	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	16	68	16	5	22	4	3	20	2	1	8	2	167
Downtown Strategy 2000 - Phase 2	8	32	8	3	15	3	3	22	3	3	23	5	128
Japantown Corp Yard Res Mixed-use	0	45	20	11	3	0	0	25	0	0	6	0	110
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	24	145	44	19	40	7	6	67	5	4	37	7	405
Cumulative Conditions	326	1075	331	123	456	103	101	621	76	53	575	239	4079
TRAFFIX check	326	1075	331	123	456	103	101	621	76	53	575	239	

Intersection Number: 6
Traffix Node Number: 3519
Intersection Name: North First Street & Taylor Street (P)
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 04/04/07
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	169	399	180	45	481	9	29	347	127	229	638	120	2773
Approved Project Trips													
CSJ ATI	33	110	62	16	95	0	2	35	9	10	111	15	498
Existing Vacant Commercial Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Total Approved Trips	33	110	62	16	96	0	2	35	9	10	112	15	500
Background Conditions	202	509	242	61	577	9	31	382	136	239	750	135	3273
Background + NSJ Vacancy	206	519	246	62	592	9	31	382	136	246	769	139	
Project Trip Components													
Condominium Trips	0	0	10	5	20	1	2	0	0	0	37	0	75
Senior Housing Trips	0	0	1	1	3	0	0	0	0	0	5	0	10
Restaurant Trips	0	0	0	0	1	0	0	0	0	0	3	0	4
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	1	0	1
Live/Work Comm & Artist Studio Trips	0	0	0	0	2	0	0	0	0	0	0	0	2
Total Existing Commercial Trips	0	0	0	0	-11	0	0	0	0	0	-8	0	-19
Net Project Trips	0	0	11	6	15	1	2	0	0	0	38	0	73
Project Conditions	206	519	257	68	607	10	33	382	136	246	807	139	3410
TRAFFIX check	206	519	257	67	608	10	33	382	136	246	806	139	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	9	37	21	1	12	0	0	0	0	3	15	3	101
Downtown Strategy 2000 - Phase 2	19	34	9	2	27	0	2	22	6	7	33	7	168
Japantown Corp Yard Res Mixed-use	0	20	24	14	55	0	0	11	0	0	94	0	218
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	28	91	54	17	94	0	2	33	6	10	142	10	487
Cumulative Conditions	234	610	311	85	701	10	35	415	142	256	949	149	3897
TRAFFIX check	234	610	311	85	701	10	35	415	142	256	949	149	

Intersection Number: 7
Traffix Node Number: 3534
Intersection Name: North Fourth Street & Hedding Street (P)
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 04/04/07
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	61	521	232	75	633	119	64	185	32	106	740	41	2809
Approved Project Trips													
CSJ ATI	17	159	43	8	82	39	50	36	11	17	142	3	607
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	1	0	0	1	0	2
Total Approved Trips	17	159	43	8	82	39	50	37	11	17	143	3	609
Background Conditions	78	680	275	83	715	158	114	222	43	123	883	44	3418
Background + NSJ Vacancy	91	793	325	86	739	163	115	224	43	127	912	46	
Project Trip Components													
Condominium Trips	0	3	0	0	8	0	0	2	0	0	13	0	26
Senior Housing Trips	0	0	0	0	1	0	0	0	0	0	2	0	3
Restaurant Trips	0	1	0	0	0	0	0	0	0	0	0	0	1
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	-2	0	-3	0	0	-5	0	0	-4	0	-14
Net Project Trips	0	4	-2	0	6	0	0	-3	0	0	11	0	16
Project Conditions	91	797	323	86	745	163	115	221	43	127	923	46	3680
TRAFFIX check	91	797	323	86	746	163	115	221	43	127	923	46	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	4	97	24	1	9	3	7	27	6	5	26	1	210
Downtown Strategy 2000 - Phase 2	13	54	2	4	20	6	2	8	2	8	39	2	160
Japantown Corp Yard Res Mixed-use	0	4	0	0	15	0	0	3	0	0	27	0	49
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	17	155	26	5	44	9	9	38	8	13	92	3	419
Cumulative Conditions	108	952	349	91	789	172	124	259	51	140	1015	49	4099
TRAFFIX check	108	952	349	91	789	172	124	259	51	140	1015	49	

Intersection Number: 8
Traffix Node Number: 3544
Intersection Name: North Fourth Street & Taylor Street
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 04/04/07
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	32	475	98	50	352	60	28	128	47	66	490	86	1912
Approved Project Trips													
CSJ ATI	23	113	28	10	75	21	3	18	5	9	124	32	461
Existing Vacant Commercial Trips	0	0	0	1	2	1	1	0	0	0	2	0	7
Total Approved Trips	23	113	28	11	77	22	4	18	5	9	126	32	468
Background Conditions	55	588	126	61	429	82	32	146	52	75	616	118	2380
Background + NSJ Vacancy	62	689	147	63	441	84	32	147	52	77	629	120	
Project Trip Components													
Condominium Trips	0	0	3	2	25	0	0	0	0	0	48	0	78
Senior Housing Trips	0	0	0	0	4	0	0	0	0	0	6	0	10
Restaurant Trips	0	0	1	0	2	0	0	0	0	0	4	0	7
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	1	0	1
Live/Work Comm & Artist Studio Trips	0	0	0	1	2	0	0	0	0	0	1	0	4
Total Existing Commercial Trips	0	0	0	-5	-16	-8	-6	0	0	0	-12	0	-47
Net Project Trips	0	0	4	-2	17	-8	-6	0	0	0	48	0	53
Project Conditions	62	689	151	61	458	76	26	147	52	77	677	120	2596
TRAFFIX check	62	689	152	60	458	76	26	147	52	77	676	120	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	5	98	16	6	23	4	0	0	0	8	37	7	204
Downtown Strategy 2000 - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Japantown Corp Yard Res Mixed-use	0	2	3	3	70	1	0	2	0	0	119	0	200
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	5	100	19	9	93	5	0	2	0	8	156	7	404
Cumulative Conditions	67	789	170	70	551	81	26	149	52	85	833	127	3000
TRAFFIX check	67	789	170	70	551	81	26	149	52	85	833	127	

Intersection Number: 9
Traffix Node Number: 3580
Intersection Name: North Seventh Street & Hedding Street
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 03/13/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	35	63	54	25	489	34	21	26	27	75	851	13	1713
Approved Project Trips													
CSJ ATI	5	5	14	0	88	17	19	0	9	11	135	0	303
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	1	0	1	0	2
Total Approved Trips	5	5	14	0	88	17	19	0	10	11	136	0	305
Background Conditions	40	68	68	25	577	51	40	26	37	86	987	13	2018
Background + NSJ Vacancy	40	68	68	26	603	53	40	26	37	92	1055	14	
Project Trip Components													
Condominium Trips	0	0	0	0	4	0	0	0	4	4	8	0	20
Senior Housing Trips	0	0	0	0	1	0	0	0	1	1	1	0	4
Restaurant Trips	0	1	0	0	0	0	0	0	0	0	0	0	1
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	-2	0	0	0	-2	-3	-5	0	-10	0	-22
Net Project Trips	0	1	-2	0	5	0	-2	-3	0	5	-1	0	3
Project Conditions	40	69	66	26	608	53	38	23	37	97	1054	14	2125
TRAFFIX check	40	69	66	26	607	53	38	24	36	97	1055	14	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	5	5	14	0	11	0	0	0	0	0	10	0	45
Downtown Strategy 2000 - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Japantown Corp Yard Res Mixed-use	0	7	0	0	2	19	13	5	13	24	2	0	85
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	5	12	14	0	13	19	13	5	13	24	12	0	130
Cumulative Conditions	45	81	80	26	621	72	51	28	50	121	1066	14	2255
TRAFFIX check	45	81	80	26	621	72	51	28	50	121	1066	14	

Intersection Number: 10
Traffix Node Number: 3909
Intersection Name: North Seventh Street & Taylor Street
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 06/12/07
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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
Existing Vacant Commercial Trips	0	0	0	2	6	0	0	0	0	0	4	0	12
Total Approved Trips	2	22	4	4	50	2	1	13	5	6	24	0	133
Background Conditions	35	110	65	31	453	19	21	62	14	29	674	39	1552
Background + NSJ Vacancy	35	110	65	32	467	20	21	62	14	30	708	41	
Project Trip Components													
Condominium Trips	0	0	4	4	27	2	3	0	0	0	51	0	91
Senior Housing Trips	0	0	1	1	4	0	0	0	0	0	6	0	12
Restaurant Trips	0	0	2	1	3	0	0	0	0	0	8	0	14
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	1	0	1
Live/Work Comm & Artist Studio Trips	0	0	0	1	5	0	0	0	0	0	1	0	7
Total Existing Commercial Trips	0	0	-2	-13	-45	-1	-2	0	0	0	-29	0	-92
Net Project Trips	0	0	5	-6	-6	1	1	0	0	0	38	0	33
Project Conditions	35	110	70	26	461	21	22	62	14	30	746	41	1638
TRAFFIX check	35	110	71	25	461	21	23	62	14	30	747	41	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	2	9	4	2	28	2	0	0	0	0	5	0	52
Downtown Strategy 2000 - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Japantown Corp Yard Res Mixed-use	0	51	0	0	1	40	25	32	58	109	1	0	317
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	2	60	4	2	29	42	25	32	58	109	6	0	369
Cumulative Conditions	37	170	74	28	490	63	47	94	72	139	752	41	2007
TRAFFIX check	37	170	74	29	490	63	47	94	72	139	752	41	

Intersection Number: 11
Traffix Node Number: 3288
Intersection Name: Old Bayshore Hwy & I-880 Southbound Ramps
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 04/24/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	80	4	370	288	319	5	56	29	8	5	1124	323	2611
Approved Project Trips													
CSJ ATI	13	0	84	23	40	0	0	0	0	1	108	35	304
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	13	0	84	23	40	0	0	0	0	1	108	35	304
Background Conditions	93	4	454	311	359	5	56	29	8	6	1232	358	2915
Background + NSJ Vacancy	102	4	495	337	388	5	56	29	8	7	1347	391	
Project Trip Components													
Condominium Trips	0	0	14	0	3	0	0	0	0	0	0	0	17
Senior Housing Trips	0	0	2	0	0	0	0	0	0	0	0	0	2
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	16	0	3	0	0	0	0	0	0	0	19
Project Conditions	102	4	511	337	391	5	56	29	8	7	1347	391	3188
TRAFFIX check	102	4	511	337	392	5	56	29	8	7	1347	391	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	13	0	39	23	13	0	0	0	0	1	99	35	223
Downtown Strategy 2000 - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Japantown Corp Yard Res Mixed-use	0	0	17	0	0	0	0	0	0	0	0	0	17
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	13	0	56	23	13	0	0	0	0	1	99	35	240
Cumulative Conditions	115	4	567	360	404	5	56	29	8	8	1446	426	3428
TRAFFIX check	115	4	567	360	404	5	56	29	8	8	1446	426	

Intersection Number: 12
Traffix Node Number: 3289
Intersection Name: Old Bayshore Hwy & I-880 Northbound Ramps
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 04/24/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	225	140	59	56	137	52	37	175	130	770	480	87	2348
Approved Project Trips													
CSJ ATI	0	0	0	18	25	0	11	53	54	17	37	0	215
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	18	25	0	11	53	54	17	37	0	215
Background Conditions	225	140	59	74	162	52	48	228	184	787	517	87	2563
Background + NSJ Vacancy	232	144	61	88	196	65	53	251	201	787	517	87	
Project Trip Components													
Condominium Trips	0	6	0	0	0	0	0	7	6	14	0	0	33
Senior Housing Trips	0	1	0	0	0	0	0	1	1	2	0	0	5
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	7	0	0	0	0	0	8	7	16	0	0	38
Project Conditions	232	151	61	88	196	65	53	259	208	803	517	87	2720
TRAFFIX check	232	151	61	88	196	65	53	260	208	803	517	87	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	0	0	0	0	0	11	43	51	0	0	0	105
Downtown Strategy 2000 - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Japantown Corp Yard Res Mixed-use	0	0	0	0	0	0	0	9	0	17	0	0	26
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	0	0	11	52	51	17	0	0	131
Cumulative Conditions	232	151	61	88	196	65	64	311	259	820	517	87	2851
TRAFFIX check	232	151	61	88	196	65	64	311	259	820	517	87	

Intersection Number: 13
Traffix Node Number: 3422
Intersection Name: North Tenth Street & Commercial Street
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 03/13/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	115	843	5	0	1	0	1	290	65	148	0	102	1570
Approved Project Trips													
CSJ ATI	10	95	0	0	0	0	0	45	7	21	0	15	193
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	10	95	0	0	0	0	0	45	7	21	0	15	193
Background Conditions	125	938	5	0	1	0	1	335	72	169	0	117	1763
Background + NSJ Vacancy	125	938	5	0	1	0	1	335	72	169	0	117	
Project Trip Components													
Condominium Trips	0	20	0	0	0	0	0	14	0	0	0	0	34
Senior Housing Trips	0	2	0	0	0	0	0	2	0	0	0	0	4
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	22	0	0	0	0	0	16	0	0	0	0	38
Project Conditions	125	960	5	0	1	0	1	351	72	169	0	117	1801
TRAFFIX check	125	960	5	0	1	0	1	351	72	169	0	117	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	10	78	0	0	0	0	0	33	7	21	0	15	164
Downtown Strategy 2000 - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Japantown Corp Yard Res Mixed-use	4	13	0	0	0	0	0	7	0	0	0	2	26
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	14	91	0	0	0	0	0	40	7	21	0	17	190
Cumulative Conditions	139	1051	5	0	1	0	1	391	79	190	0	134	1991
TRAFFIX check	139	1051	5	0	1	0	1	391	79	190	0	134	

Intersection Number: 14
Traffix Node Number: 3581
Intersection Name: North Tenth Street & Hedding Street (P)
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 04/24/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	87	838	119	201	542	220	0	0	0	163	675	44	2889
Approved Project Trips													
CSJ ATI	45	111	21	40	160	58	20	20	0	36	209	3	723
Existing Vacant Commercial Trips	0	0	0	0	0	1	0	0	0	2	0	0	3
Total Approved Trips	45	111	21	40	160	59	20	20	0	38	209	3	726
Background Conditions	132	949	140	241	702	279	20	20	0	201	884	47	3615
Background + NSJ Vacancy	130	687	748	379	695	163	70	198	11	163	1209	65	
Project Trip Components													
Condominium Trips	0	20	0	0	0	21	8	14	4	8	0	0	75
Senior Housing Trips	0	2	0	0	0	3	1	2	1	1	0	0	10
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	-8	0	0	0	-14	0	0	-22
Net Project Trips	0	22	0	0	0	16	9	16	5	-5	0	0	63
Project Conditions	130	709	748	379	695	179	79	214	16	158	1209	65	4581
TRAFFIX check	130	709	748	379	695	179	79	214	15	158	1209	65	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	4	69	9	16	34	13	0	0	0	2	11	0	158
Downtown Strategy 2000 - Phase 2	41	33	5	20	32	6	3	11	0	7	59	3	220
Japantown Corp Yard Res Mixed-use	0	13	0	0	21	0	0	5	0	0	12	3	54
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	45	115	14	36	87	19	3	16	0	9	82	6	432
Cumulative Conditions	175	824	762	415	782	198	82	230	16	167	1291	71	5013
TRAFFIX check	175	824	762	415	782	198	82	230	16	167	1291	71	

Intersection Number: 15
Traffix Node Number: 3822
Intersection Name: North Tenth Street & Taylor Street (P)
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 06/12/07
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	1028	81	0	351	65	0	0	0	90	574	0	2255
Approved Project Trips													
CSJ ATI	13	155	20	9	94	20	13	16	1	8	139	10	498
Existing Vacant Commercial Trips	2	1	2	0	2	0	0	0	0	0	2	0	9
Total Approved Trips	15	156	22	9	96	20	13	16	1	8	141	10	507
Background Conditions	81	1184	103	9	447	85	13	16	1	98	715	10	2762
Background + NSJ Vacancy	59	911	80	9	380	78	51	193	25	96	836	29	
Project Trip Components													
Condominium Trips	1	2	7	9	26	0	0	3	0	0	13	0	61
Senior Housing Trips	0	0	1	1	3	0	0	0	0	0	2	0	7
Restaurant Trips	0	0	0	0	5	0	0	0	0	0	2	0	7
Live/Work Apartment Trips	0	0	0	0	1	0	0	0	0	0	0	0	1
Live/Work Comm & Artist Studio Trips	0	0	0	0	1	0	0	0	0	0	3	0	4
Total Existing Commercial Trips	-13	-4	-19	0	-18	0	0	0	0	0	-13	0	-67
Net Project Trips	-12	-2	-11	10	18	0	0	3	0	0	7	0	13
Project Conditions	47	909	69	19	398	78	51	196	25	96	843	29	2760
TRAFFIX check	46	908	70	20	397	78	51	196	25	96	842	29	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	5	115	8	0	19	8	0	0	0	2	14	0	171
Downtown Strategy 2000 - Phase 2	3	39	2	0	15	3	2	9	1	4	36	1	115
Japantown Corp Yard Res Mixed-use	7	6	0	0	34	0	0	2	0	0	23	2	74
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	15	160	10	0	68	11	2	11	1	6	73	3	360
Cumulative Conditions	62	1069	79	19	466	89	53	207	26	102	916	32	3120
TRAFFIX check	62	1069	79	19	466	89	53	207	26	102	916	32	

Intersection Number: 16
Traffix Node Number: 3469
Intersection Name: North Eleventh Stree & Hedding Street
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 04/24/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	742	0	128	0	193	0	788	0	1851
Approved Project Trips													
CSJ ATI	0	0	0	0	214	18	33	0	16	43	239	0	563
Existing Vacant Commercial Trips	0	0	0	0	1	0	0	0	0	0	0	0	1
Total Approved Trips	0	0	0	0	215	18	33	0	16	43	239	0	564
Background Conditions	0	0	0	0	957	18	161	0	209	43	1027	0	2415
Background + NSJ Vacancy	0	0	0	0	917	114	159	0	121	663	1230	0	
Project Trip Components													
Condominium Trips	0	0	0	0	21	0	0	0	0	0	8	0	29
Senior Housing Trips	0	0	0	0	3	0	0	0	0	0	1	0	4
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	-8	0	0	0	0	0	0	0	-8
Net Project Trips	0	0	0	0	16	0	0	0	0	0	9	0	25
Project Conditions	0	0	0	0	933	114	159	0	121	663	1239	0	3229
TRAFFIX check	0	0	0	0	933	114	159	0	121	663	1239	0	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	0	0	0	56	0	4	0	5	0	7	0	72
Downtown Strategy 2000 - Phase 2	0	0	0	0	49	6	9	0	7	43	68	0	182
Japantown Corp Yard Res Mixed-use	0	0	0	0	21	1	1	0	0	0	12	0	35
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	126	7	14	0	12	43	87	0	289
Cumulative Conditions	0	0	0	0	1059	121	173	0	133	706	1326	0	3518
TRAFFIX check	0	0	0	0	1059	121	173	0	133	706	1326	0	

Intersection Number: 17
Traffix Node Number: 3467
Intersection Name: North Eleventh Stree & Taylor Street (P)
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 06/12/07
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	11	58	2	5	134	12	15	27	13	3	177	15	472
Existing Vacant Commercial Trips	0	0	0	0	2	0	0	0	0	0	4	0	6
Total Approved Trips	11	58	2	5	136	12	15	27	13	3	181	15	478
Background Conditions	11	58	2	31	532	12	98	233	50	3	806	65	1901
Background + NSJ Vacancy	45	729	56	15	672	68	58	212	141	45	935	28	
Project Trip Components													
Condominium Trips	0	0	0	0	32	0	0	0	3	2	18	0	55
Senior Housing Trips	0	0	0	0	4	0	0	0	0	0	3	0	7
Restaurant Trips	0	0	0	0	5	0	0	0	0	0	2	0	7
Live/Work Apartment Trips	0	0	0	0	1	0	0	0	0	0	0	0	1
Live/Work Comm & Artist Studio Trips	0	0	0	0	1	0	0	0	0	0	3	0	4
Total Existing Commercial Trips	0	0	0	0	-16	0	0	0	-2	-3	-29	0	-50
Net Project Trips	0	0	0	0	27	0	0	0	1	-1	-3	0	24
Project Conditions	45	729	56	15	699	68	58	212	142	44	932	28	3028
TRAFFIX check	45	729	56	15	698	68	58	212	143	45	931	28	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	0	0	1	24	0	1	7	1	0	19	0	53
Downtown Strategy 2000 - Phase 2	4	53	2	0	41	4	3	14	10	3	57	1	192
Japantown Corp Yard Res Mixed-use	1	0	0	0	33	0	0	0	0	0	22	1	57
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	5	53	2	1	98	4	4	21	11	3	98	2	302
Cumulative Conditions	50	782	58	16	797	72	62	233	153	47	1030	30	3330
TRAFFIX check	50	782	58	16	797	72	62	233	153	47	1030	30	

Intersection Number: 18
Traffix Node Number: 3421
Intersection Name: Oakland Road & Commercial Street
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 10/25/06
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	30	1172	133	62	139	349	439	468	134	330	254	22	3532
Approved Project Trips													
CSJ ATI	12	351	71	36	35	245	256	121	35	62	54	5	1283
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	12	351	71	36	35	245	256	121	35	62	54	5	1283
Background Conditions	42	1523	204	98	174	594	695	589	169	392	308	27	4815
Background + NSJ Vacancy	44	1610	214	103	184	620	708	603	173	402	315	28	
Project Trip Components													
Condominium Trips	0	6	0	0	0	0	0	3	0	0	0	0	9
Senior Housing Trips	0	1	0	0	0	0	0	0	0	0	0	0	1
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	7	0	0	0	0	0	3	0	0	0	0	10
Project Conditions	44	1617	214	103	184	620	708	606	173	402	315	28	5014
TRAFFIX check	44	1617	214	103	184	620	708	607	173	402	315	28	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	1	92	11	0	0	0	4	5	0	13	8	0	134
Downtown Strategy 2000 - Phase 2	11	80	1	6	11	38	35	43	14	34	25	3	301
Japantown Corp Yard Res Mixed-use	0	11	0	0	0	0	0	6	0	0	0	0	17
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	12	183	12	6	11	38	39	54	14	47	33	3	452
Cumulative Conditions	56	1800	226	109	195	658	747	660	187	449	348	31	5466
TRAFFIX check	56	1800	226	109	195	658	747	660	187	449	348	31	

Intersection Number: 19
Traffix Node Number: 3021
Intersection Name: Oakland Road & US 101 Northbound Ramps (CMP)
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 09/24/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	422	1341	0	334	1	211	0	902	417	0	0	0	3628
Approved Project Trips													
CSJ ATI	246	435	0	156	0	90	0	359	197	0	0	0	1483
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	246	435	0	156	0	90	0	359	197	0	0	0	1483
Background Conditions	668	1776	0	490	1	301	0	1261	614	0	0	0	5111
Background + NSJ Vacancy	719	1870	0	493	1	303	0	1288	627	0	0	0	
Project Trip Components													
Condominium Trips	0	6	0	0	0	8	0	3	6	0	0	0	23
Senior Housing Trips	0	1	0	0	0	1	0	0	1	0	0	0	3
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	7	0	0	0	9	0	3	7	0	0	0	26
Project Conditions	719	1877	0	493	1	312	0	1291	634	0	0	0	5327
TRAFFIX check	719	1877	0	493	1	312	0	1292	633	0	0	0	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	40	88	0	7	0	3	0	12	4	0	0	0	154
Downtown Strategy 2000 - Phase 2	42	93	0	27	0	11	0	65	20	0	0	0	258
Japantown Corp Yard Res Mixed-use	0	11	0	0	0	7	0	6	0	0	0	0	24
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	82	192	0	34	0	21	0	83	24	0	0	0	436
Cumulative Conditions	801	2069	0	527	1	333	0	1374	658	0	0	0	5763
TRAFFIX check	801	2069	0	527	1	333	0	1374	658	0	0	0	

Intersection Number: 20
Traffix Node Number: 3022
Intersection Name: Oakland Road & US 101 Southbound Ramps (CMP)
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 09/24/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	745	851	0	0	0	335	423	0	556	1	578	3489
Approved Project Trips													
CSJ ATI	0	343	269	0	0	0	141	300	0	350	7	312	1722
Existing Vacant Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	343	269	0	0	0	141	300	0	350	7	312	1722
Background Conditions	0	1088	1120	0	0	0	476	723	0	906	8	890	5211
Background + NSJ Vacancy	0	1133	1171	0	0	0	489	740	0	934	8	919	
Project Trip Components													
Condominium Trips	0	14	0	0	0	0	4	9	0	16	0	0	43
Senior Housing Trips	0	2	0	0	0	0	1	1	0	2	0	0	6
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	16	0	0	0	0	5	10	0	18	0	0	49
Project Conditions	0	1149	1171	0	0	0	494	750	0	952	8	919	5443
TRAFFIX check	0	1149	1171	0	0	0	494	750	0	952	8	919	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	64	65	0	0	0	6	8	0	20	0	21	184
Downtown Strategy 2000 - Phase 2	0	82	84	0	0	0	49	65	0	71	1	73	425
Japantown Corp Yard Res Mixed-use	0	18	0	0	0	0	4	6	0	0	0	0	28
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	164	149	0	0	0	59	79	0	91	1	94	637
Cumulative Conditions	0	1313	1320	0	0	0	553	829	0	1043	9	1013	6080
TRAFFIX check	0	1313	1320	0	0	0	553	829	0	1043	9	1013	

Intersection Number: 21
Traffix Node Number: 3576
Intersection Name: North Thirteenth Stre & Hedding Street (P)
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 04/04/07
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	227	607	241	98	360	38	27	332	68	69	701	285	3053
Approved Project Trips													
CSJ ATI	47	188	304	194	172	19	14	120	2	3	236	39	1338
Existing Vacant Commercial Trips	1	0	0	0	0	0	0	1	1	0	0	0	3
Total Approved Trips	48	188	304	194	172	19	14	121	3	3	236	39	1341
Background Conditions	275	795	545	292	532	57	41	453	71	72	937	324	4394
Background + NSJ Vacancy	291	837	562	300	560	60	42	464	73	76	979	341	
Project Trip Components													
Condominium Trips	15	15	0	0	7	0	0	8	0	0	3	5	53
Senior Housing Trips	2	2	0	0	1	0	0	1	0	0	0	1	7
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Existing Commercial Trips	-4	0	0	0	0	0	0	-5	-4	0	0	0	-13
Net Project Trips	13	17	0	0	8	0	0	4	-4	0	3	6	47
Project Conditions	304	854	562	300	568	60	42	468	69	76	982	347	4632
TRAFFIX check	303	854	562	300	568	60	42	468	68	76	982	347	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	27	58	21	3	19	4	1	7	0	0	6	2	148
Downtown Strategy 2000 - Phase 2	11	31	14	3	18	4	2	18	2	3	34	13	153
Japantown Corp Yard Res Mixed-use	4	15	0	0	18	1	0	9	0	0	10	3	60
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	42	104	35	6	55	9	3	34	2	3	50	18	361
Cumulative Conditions	346	958	597	306	623	69	45	502	71	79	1032	365	4993
TRAFFIX check	346	958	597	306	623	69	45	502	71	79	1032	365	

Intersection Number: 22
Traffix Node Number: 3823
Intersection Name: North Thirteenth Stre & Taylor Street
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 11/09/06
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	107	350	108	33	304	7	29	197	13	30	598	71	1847
Approved Project Trips													
CSJ ATI	29	36	94	70	76	2	4	14	1	0	114	24	464
Existing Vacant Commercial Trips	0	0	0	0	1	0	0	0	0	0	2	2	5
Total Approved Trips	29	36	94	70	77	2	4	14	1	0	116	26	469
Background Conditions	136	386	202	103	381	9	33	211	14	30	714	97	2316
Background + NSJ Vacancy	147	421	213	104	386	9	34	215	14	32	744	101	
Project Trip Components													
Condominium Trips	15	0	0	0	18	0	0	0	0	0	10	8	51
Senior Housing Trips	2	0	0	0	2	0	0	0	0	0	2	1	7
Restaurant Trips	1	0	0	0	3	0	0	0	0	0	1	1	6
Live/Work Apartment Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Live/Work Comm & Artist Studio Trips	0	0	0	0	0	0	0	0	0	0	2	1	3
Total Existing Commercial Trips	-2	0	0	0	-10	0	0	0	-2	0	-13	-13	-40
Net Project Trips	16	0	0	0	13	0	0	0	-2	0	2	-2	27
Project Conditions	163	421	213	104	399	9	34	215	12	32	746	99	2447
TRAFFIX check	164	421	213	104	399	9	34	215	12	32	745	98	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	8	36	15	1	12	0	1	13	1	0	17	2	106
Downtown Strategy 2000 - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Japantown Corp Yard Res Mixed-use	11	7	0	0	21	0	0	4	0	0	13	8	64
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	19	43	15	1	33	0	1	17	1	0	30	10	170
Cumulative Conditions	182	464	228	105	432	9	35	232	13	32	776	109	2617
TRAFFIX check	182	464	228	105	432	9	35	232	13	32	776	109	

Intersection Number: 23
Traffix Node Number: 6151
Intersection Name: North Ninth Street & Taylor Street (unsig)
Peak Hour: PM — Date of Analysis: 08/27/10
Count Date: 03/13/08
Scenario: 318 Condos + 71 Senior + 5,500 SF Restaurant + 14 Live/Work + 8,500 SF Artist Studios
(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	29	4	12	12	400	24	22	9	17	43	665	21	1258
Approved Project Trips													
CSJ ATI	0	0	0	0	108	0	0	0	0	0	157	0	265
Existing Vacant Commercial Trips	6	1	2	2	2	0	0	1	0	0	0	4	18
Total Approved Trips	6	1	2	2	110	0	0	1	0	0	157	4	283
Background Conditions	35	5	14	14	510	24	22	10	17	43	822	25	1541
Background + NSJ Vacancy	35	5	14	14	510	24	22	10	17	43	822	25	
Project Trip Components													
Condominium Trips	32	2	13	26	1	0	0	5	0	0	0	59	138
Senior Housing Trips	5	0	2	3	0	0	0	1	0	0	0	7	18
Restaurant Trips	4	4	2	5	0	0	0	10	0	0	0	10	35
Live/Work Apartment Trips	0	0	0	1	0	0	0	0	0	0	0	1	2
Live/Work Comm & Artist Studio Trips	6	6	3	1	0	0	0	2	0	0	0	2	20
Total Existing Commercial Trips	-47	-11	-13	-18	-13	0	0	-8	0	0	0	-33	-143
Net Project Trips	0	1	7	18	-12	0	0	10	0	0	0	46	70
Project Conditions	35	6	21	32	498	24	22	20	17	43	822	71	1611
TRAFFIX check	36	7	20	31	497	24	22	18	17	43	822	72	
Cumlative Project Trip Components													
Vision North San Jose - Phase 2	0	0	0	0	24	0	0	0	0	0	16	0	40
Downtown Strategy 2000 - Phase 2	0	0	0	0	19	0	0	0	0	0	41	0	60
Japantown Corp Yard Res Mixed-use	0	0	0	0	41	0	0	0	0	0	25	0	66
Cum Project 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Cumulative Project Trips	0	0	0	0	84	0	0	0	0	0	82	0	166
Cumulative Conditions	35	6	21	32	582	24	22	20	17	43	904	71	1777
TRAFFIX check	35	6	21	32	582	24	22	20	17	43	904	71	

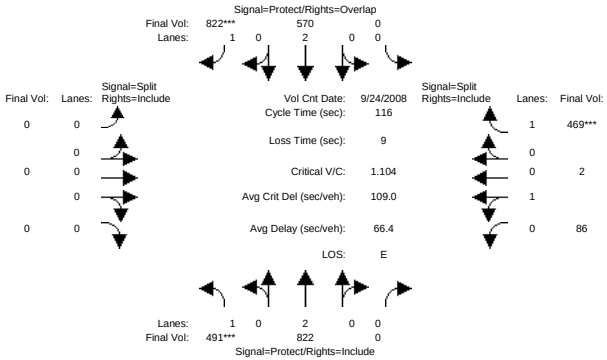
Appendix D

Intersection Level of Service Calculations

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3021: Oakland Rd and US 101 NB Ramps (CMP)



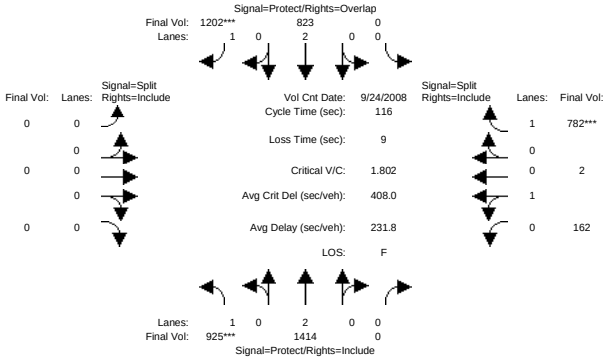
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		0	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 24 Sep 2008 << 7:45-8:45AM																
Base Vol:	491	822	0		0	570	822		0	0	0		86	2	469	
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:	491	822	0		0	570	822		0	0	0		86	2	469	
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:	491	822	0		0	570	822		0	0	0		86	2	469	
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:	491	822	0		0	570	822		0	0	0		86	2	469	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	491	822	0		0	570	822		0	0	0		86	2	469	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	491	822	0		0	570	822		0	0	0		86	2	469	
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		0.98	0.02	1.00	
Final Sat.:	1750	3800	0		0	3800	1750		0	0	0		1759	41	1750	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.22	0.00		0.00	0.15	0.47		0.00	0.00	0.00		0.05	0.05	0.27	
Crit Moves:	****						****								****	
Green Time:	29.5	78.8	0.0		0.0	49.4	49.4		0.0	0.0	0.0		28.2	28.2	28.2	
Volume/Cap:	1.10	0.32	0.00		0.00	0.35	1.10		0.00	0.00	0.00		0.20	0.20	1.10	
Delay/Veh:	117.2	7.7	0.0		0.0	22.7	98.5		0.0	0.0	0.0		35.2	35.2	118.8	
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:	117.2	7.7	0.0		0.0	22.7	98.5		0.0	0.0	0.0		35.2	35.2	118.8	
LOS by Move:	F	A	A		A	C	F		A	A	A		D	D	F	
HCM2k95thQ:	43	11	0		0	13	71		0	0	0		5	5	45	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3021: Oakland Rd and US 101 NB Ramps (CMP)



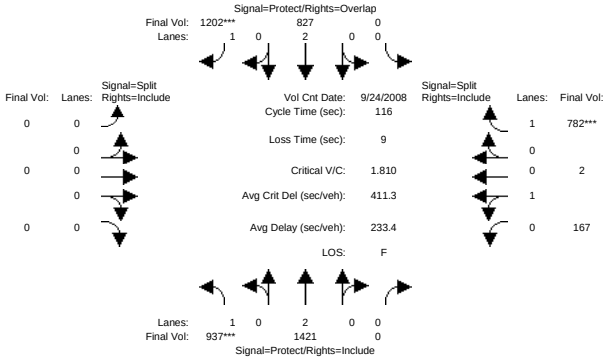
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		0	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 24 Sep 2008 << 7:45-8:45AM																
Base Vol:	491	822	0		0	570	822		0	0	0		86	2	469	
Growth Adj:	1.08	1.08	1.08		1.03	1.03	1.03		1.00	1.00	1.00		1.12	1.12	1.12	
Initial Bse:	530	888	0		0	587	847		0	0	0		96	2	525	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	395	526	0		0	236	355		0	0	0		66	0	257	
Initial Fut:	925	1414	0		0	823	1202		0	0	0		162	2	782	
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:	925	1414	0		0	823	1202		0	0	0		162	2	782	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	925	1414	0		0	823	1202		0	0	0		162	2	782	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	925	1414	0		0	823	1202		0	0	0		162	2	782	
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		1775	25	1750	
Capacity Analysis Module:																
Vol/Sat:	0.53	0.37	0.00		0.00	0.22	0.69		0.00	0.00	0.00		0.09	0.09	0.45	
Crit Moves:	****						****								****	
Green Time:	34.0	78.2	0.0		0.0	44.2	44.2		0.0	0.0	0.0		28.8	28.8	28.8	
Volume/Cap:	1.80	0.55	0.00		0.00	0.57	1.80		0.00	0.00	0.00		0.37	0.37	1.80	
Delay/Veh:	409.7	10.1	0.0		0.0	28.9	402.9		0.0	0.0	0.0		36.6	36.6	413.7	
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:	409.7	10.1	0.0		0.0	28.9	402.9		0.0	0.0	0.0		36.6	36.6	413.7	
LOS by Move:	F	B	A		A	C	F		A	A	A		D	D	F	
HCM2k95thQ:	133	22	0		0	21	175		0	0	0		10	10	116	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3021: Oakland Rd and US 101 NB Ramps (CMP)



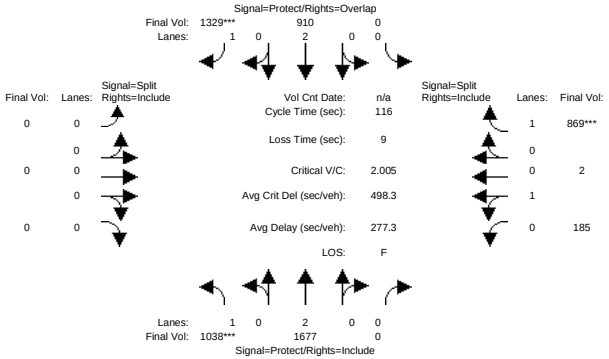
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		0	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 24 Sep 2008 << 7:45-8:45AM																
Base Vol:	491	822	0		0	570	822		0	0	0		86	2	469	
Growth Adj:	1.08	1.08	1.08		1.03	1.03	1.03		1.00	1.00	1.00		1.12	1.12	1.12	
Initial Bse:	530	888	0		0	587	847		0	0	0		96	2	525	
Added Vol:	12	7	0		0	4	0		0	0	0		5	0	0	
ATI:	395	526	0		0	236	355		0	0	0		66	0	257	
Initial Fut:	937	1421	0		0	827	1202		0	0	0		167	2	782	
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:	937	1421	0		0	827	1202		0	0	0		167	2	782	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	937	1421	0		0	827	1202		0	0	0		167	2	782	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	937	1421	0		0	827	1202		0	0	0		167	2	782	
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		1776	24	1750	
Capacity Analysis Module:																
Vol/Sat:	0.54	0.37	0.00		0.00	0.22	0.69		0.00	0.00	0.00		0.09	0.09	0.45	
Crit Moves:	****						****								****	
Green Time:	34.3	78.3	0.0		0.0	44.0	44.0		0.0	0.0	0.0		28.7	28.7	28.7	
Volume/Cap:	1.81	0.55	0.00		0.00	0.57	1.81		0.00	0.00	0.00		0.38	0.38	1.81	
Delay/Veh:	412.8	10.0	0.0		0.0	29.1	406.3		0.0	0.0	0.0		36.9	36.9	417.1	
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:	412.8	10.0	0.0		0.0	29.1	406.3		0.0	0.0	0.0		36.9	36.9	417.1	
LOS by Move:	F	B	A		A	C	F		A	A	A		D	D	F	
HCM2k95thQ:	135	22	0		0	21	176		0	0	0		11	11	116	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3021: Oakland Rd and US 101 NB Ramps (CMP)



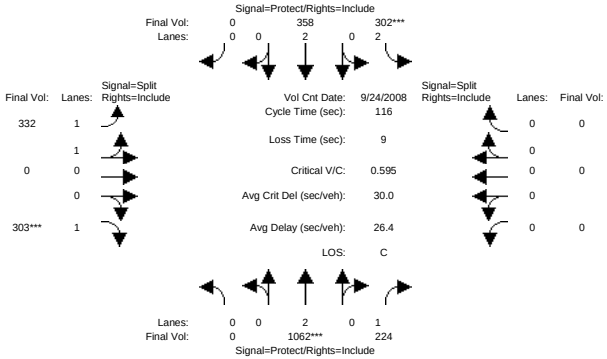
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		0	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:7:45-8:45AM																
Base Vol:	1038	1677	0		0	910	1329		0	0	0		185	2	869	
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:	1038	1677	0		0	910	1329		0	0	0		185	2	869	
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:	1038	1677	0		0	910	1329		0	0	0		185	2	869	
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:	1038	1677	0		0	910	1329		0	0	0		185	2	869	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1038	1677	0		0	910	1329		0	0	0		185	2	869	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	1038	1677	0		0	910	1329		0	0	0		185	2	869	
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:	0.59	0.44	0.00		0.00	0.24	0.76		0.00	0.00	0.00		0.10	0.10	0.50	
Crit Moves:	****						****								****	
Green Time:	34.3	78.3	0.0		0.0	43.9	43.9		0.0	0.0	0.0		28.7	28.7	28.7	
Volume/Cap:	2.00	0.65	0.00		0.00	0.63	2.00		0.00	0.00	0.00		0.42	0.42	2.00	
Delay/Veh:	499.8	11.6	0.0		0.0	30.3	493.5		0.0	0.0	0.0		37.3	37.3	503.9	
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:	499.8	11.6	0.0		0.0	30.3	493.5		0.0	0.0	0.0		37.3	37.3	503.9	
LOS by Move:	F	B	A		A	C	F		A	A	A		D	D	F	
HCM2k95thQ:	161	28	0		0	24	208		0	0	0		12	12	137	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3022: Oakland Rd and US 101 SB Ramps (CMP)



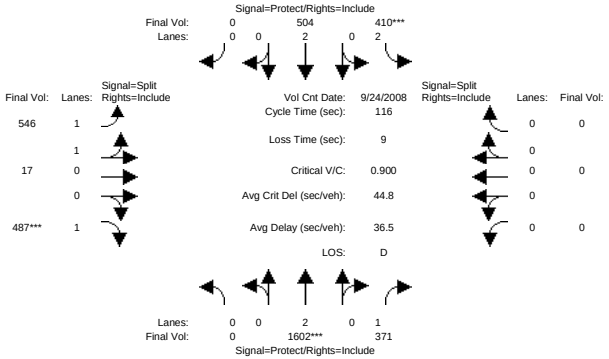
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 24 Sep 2008 << 7:30-8:30AM																
Base Vol:	0	1062	224		302	358	0		332	0	303		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	1062	224		302	358	0		332	0	303		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	1062	224		302	358	0		332	0	303		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	1062	224		302	358	0		332	0	303		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1062	224		302	358	0		332	0	303		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1062	224		302	358	0		332	0	303		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	0.28	0.13		0.10	0.09	0.00		0.09	0.00	0.17		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green Time:	0.0	54.5	54.5		18.7	73.2	0.0		33.8	0.0	33.8		0.0	0.0	0.0	
Volume/Cap:	0.00	0.59	0.27		0.59	0.15	0.00		0.32	0.00	0.59		0.00	0.00	0.00	
Delay/Veh:	0.0	23.2	18.9		47.0	8.7	0.0		32.3	0.0	37.1		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	23.2	18.9		47.0	8.7	0.0		32.3	0.0	37.1		0.0	0.0	0.0	
LOS by Move:	A	C	B		D	A	A		C	A	D		A	A	A	
HCM2k95thQ:	0	25	10		12	5	0		10	0	19		0	0	0	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3022: Oakland Rd and US 101 SB Ramps (CMP)



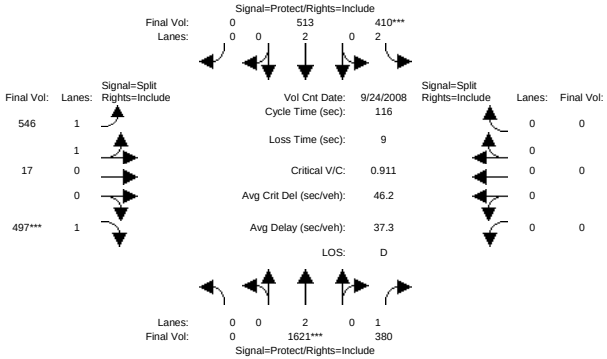
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 24 Sep 2008 << 7:30-8:30AM																
Base Vol:	0	1062	224		302	358	0		332	0	303		0	0	0	
Growth Adj:	1.06	1.06	1.06		1.03	1.03	1.03		1.05	1.05	1.05		1.00	1.00	1.00	
Initial Bse:	0	1126	237		311	369	0		349	0	318		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	476	134		99	135	0		197	17	169		0	0	0	
Initial Fut:	0	1602	371		410	504	0		546	17	487		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	1602	371		410	504	0		546	17	487		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1602	371		410	504	0		546	17	487		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1602	371		410	504	0		546	17	487		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		1.94	0.06	1.00		0.00	0.00	0.00	
Final Sat.:	0	3800	1750		3150	3800	0		3443	107	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.42	0.21		0.13	0.13	0.00		0.16	0.16	0.28		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green Time:	0.0	54.3	54.3		16.8	71.1	0.0		35.9	35.9	35.9		0.0	0.0	0.0	
Volume/Cap:	0.00	0.90	0.45		0.90	0.22	0.00		0.51	0.51	0.90		0.00	0.00	0.00	
Delay/Veh:	0.0	35.0	21.2		69.3	10.1	0.0		33.3	33.3	56.3		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	35.0	21.2		69.3	10.1	0.0		33.3	33.3	56.3		0.0	0.0	0.0	
LOS by Move:	A	C	C		E	B	A		C	C	E		A	A	A	
HCM2k95thQ:	0	48	18		18	8	0		17	17	36		0	0	0	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3022: Oakland Rd and US 101 SB Ramps (CMP)



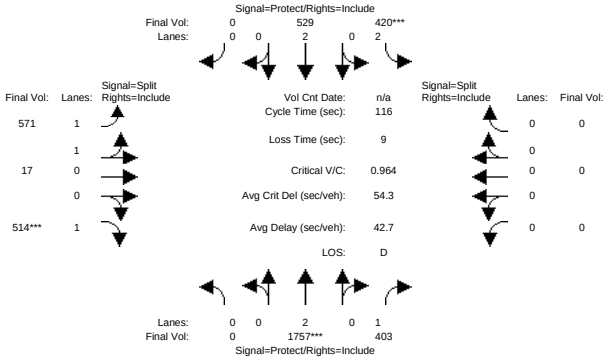
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 24 Sep 2008 << 7:30-8:30AM																
Base Vol:	0	1062	224		302	358	0		332	0	303		0	0	0	
Growth Adj:	1.06	1.06	1.06		1.03	1.03	1.03		1.05	1.05	1.05		1.00	1.00	1.00	
Initial Bse:	0	1126	237		311	369	0		349	0	318		0	0	0	
Added Vol:	0	19	9		0	9	0		0	0	10		0	0	0	
ATI:	0	476	134		99	135	0		197	17	169		0	0	0	
Initial Fut:	0	1621	380		410	513	0		546	17	497		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	1621	380		410	513	0		546	17	497		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1621	380		410	513	0		546	17	497		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1621	380		410	513	0		546	17	497		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		1.94	0.06	1.00		0.00	0.00	0.00	
Final Sat.:	0	3800	1750		3150	3800	0		3443	107	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.22		0.13	0.13	0.00		0.16	0.16	0.28		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green Time:	0.0	54.3	54.3		16.6	70.8	0.0		36.2	36.2	36.2		0.0	0.0	0.0	
Volume/Cap:	0.00	0.91	0.46		0.91	0.22	0.00		0.51	0.51	0.91		0.00	0.00	0.00	
Delay/Veh:	0.0	36.2	21.4		71.6	10.2	0.0		33.0	33.0	57.9		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	36.2	21.4		71.6	10.2	0.0		33.0	33.0	57.9		0.0	0.0	0.0	
LOS by Move:	A	D	C		E	B	A		C	C	E		A	A	A	
HCM2k95thQ:	0	49	18		18	8	0		17	17	37		0	0	0	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3022: Oakland Rd and US 101 SB Ramps (CMP)



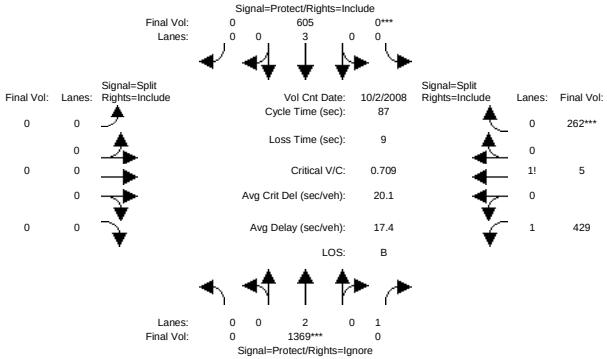
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:7:30-8:30AM																
Base Vol:	0	1757	403		420	529	0		571	17	514		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	1757	403		420	529	0		571	17	514		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	1757	403		420	529	0		571	17	514		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	1757	403		420	529	0		571	17	514		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1757	403		420	529	0		571	17	514		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1757	403		420	529	0		571	17	514		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		1.94	0.06	1.00		0.00	0.00	0.00	
Final Sat.:	0	3800	1750		3150	3800	0		3447	103	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.46	0.23		0.13	0.14	0.00		0.17	0.17	0.29		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green Time:	0.0	55.6	55.6		16.0	71.7	0.0		35.3	35.3	35.3		0.0	0.0	0.0	
Volume/Cap:	0.00	0.96	0.48		0.96	0.23	0.00		0.54	0.54	0.96		0.00	0.00	0.00	
Delay/Veh:	0.0	42.8	20.8		83.5	9.9	0.0		34.2	34.2	69.7		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	42.8	20.8		83.5	9.9	0.0		34.2	34.2	69.7		0.0	0.0	0.0	
LOS by Move:	A	D	C		F	A	A		C	C	E		A	A	A	
HCM2k95thQ:	0	57	19		19	8	0		18	18	41		0	0	0	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3054: N First St and I-880 SB Ramps (CMP)



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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	

Volume Module: >> Count Date: 2 Oct 2008 << 7:45-8:45AM

Base Vol:	0	1369	213	0	605	0	0	0	0	429	5	262
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	1369	213	0	605	0	0	0	0	429	5	262
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	1369	213	0	605	0	0	0	0	429	5	262
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1369	0	0	605	0	0	0	0	429	5	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1369	0	0	605	0	0	0	0	429	5	262
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
FinalVolume:	0	1369	0	0	605	0	0	0	0	429	5	262

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	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.45	0.01	0.54
Final Sat.:	0	3800	1750	0	5700	0	0	0	0	2530	18	952

Capacity Analysis Module:

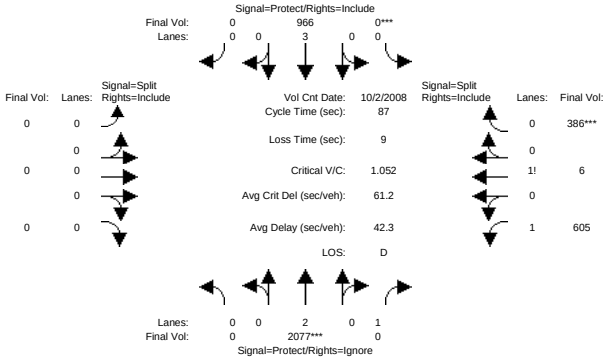
Vol/Sat:	0.00	0.36	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.17	0.28	0.28
Crit Moves:		****		****								****
Green Time:	0.0	44.2	0.0	0.0	44.2	0.0	0.0	0.0	0.0	33.8	33.8	33.8
Volume/Cap:	0.00	0.71	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.44	0.71	0.71
Delay/Veh:	0.0	17.7	0.0	0.0	11.8	0.0	0.0	0.0	0.0	19.8	24.9	24.9
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	17.7	0.0	0.0	11.8	0.0	0.0	0.0	0.0	19.8	24.9	24.9
LOS by Move:	A	B	A	A	B	A	A	A	A	B	C	C
HCM2k95thQ:	0	26	0	0	6	0	0	0	0	12	23	23

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3054: N First St and I-880 SB Ramps (CMP)



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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	

Volume Module: >> Count Date: 2 Oct 2008 << 7:45-8:45AM

Base Vol:	0	1369	213	0	605	0	0	0	0	429	5	262
Growth Adj:	1.09	1.09	1.09	1.04	1.04	1.04	1.00	1.00	1.00	1.14	1.14	1.14
Initial Bse:	0	1492	232	0	629	0	0	0	0	489	6	299
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	585	18	0	337	0	0	0	0	116	0	87
Initial Fut:	0	2077	250	0	966	0	0	0	0	605	6	386
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2077	0	0	966	0	0	0	0	605	6	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2077	0	0	966	0	0	0	0	605	6	386
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
FinalVolume:	0	2077	0	0	966	0	0	0	0	605	6	386

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	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.44	0.01	0.55
Final Sat.:	0	3800	1750	0	5700	0	0	0	0	2513	14	973

Capacity Analysis Module:

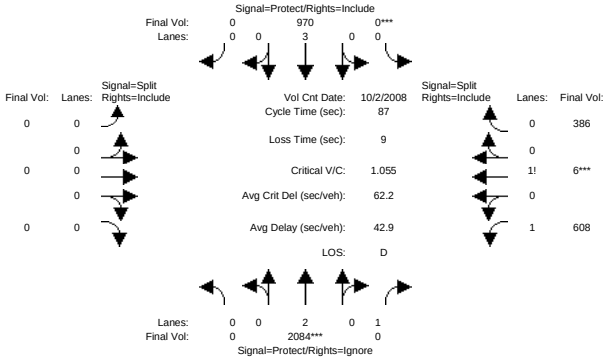
Vol/Sat:	0.00	0.55	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.24	0.40	0.40
Crit Moves:		****		****								****
Green Time:	0.0	45.2	0.0	0.0	45.2	0.0	0.0	0.0	0.0	32.8	32.8	32.8
Volume/Cap:	0.00	1.05	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.64	1.05	1.05
Delay/Veh:	0.0	56.4	0.0	0.0	12.2	0.0	0.0	0.0	0.0	23.1	71.0	71.0
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	56.4	0.0	0.0	12.2	0.0	0.0	0.0	0.0	23.1	71.0	71.0
LOS by Move:	A	E	A	A	B	A	A	A	A	C	E	E
HCM2k95thQ:	0	63	0	0	10	0	0	0	0	20	49	49

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3054: N First St and I-880 SB Ramps (CMP)



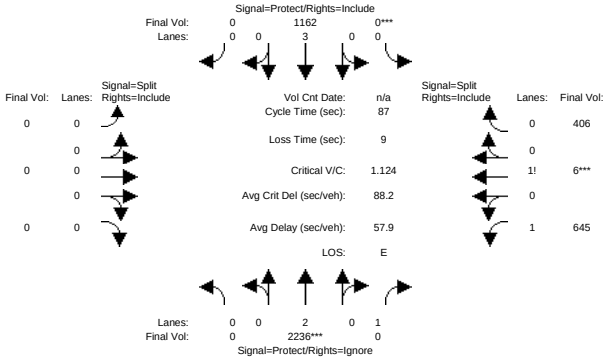
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		0	10	0		0	0	0		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 2 Oct 2008 << 7:45-8:45AM																
Base Vol:	0	1369	213		0	605	0		0	0	0		429	5	262	
Growth Adj:	1.09	1.09	1.09		1.04	1.04	1.04		1.00	1.00	1.00		1.14	1.14	1.14	
Initial Bse:	0	1492	232		0	629	0		0	0	0		489	6	299	
Added Vol:	0	7	11		0	4	0		0	0	0		3	0	0	
ATI:	0	585	18		0	337	0		0	0	0		116	0	87	
Initial Fut:	0	2084	261		0	970	0		0	0	0		608	6	386	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2084	0		0	970	0		0	0	0		608	6	386	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2084	0		0	970	0		0	0	0		608	6	386	
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	
FinalVolume:	0	2084	0		0	970	0		0	0	0		608	6	386	
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	0.92	0.92	
Lanes:	0.00	2.00	1.00		0.00	3.00	0.00		0.00	0.00	0.00		1.44	0.01	0.55	
Final Sat.:	0	3800	1750		0	5700	0		0	0	0		2515	14	971	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.55	0.00		0.00	0.17	0.00		0.00	0.00	0.00		0.24	0.40	0.40	
Crit Moves:		****			****									****		
Green Time:	0.0	45.2	0.0		0.0	45.2	0.0		0.0	0.0	0.0		32.8	32.8	32.8	
Volume/Cap:	0.00	1.05	0.00		0.00	0.33	0.00		0.00	0.00	0.00		0.64	1.05	1.05	
Delay/Veh:	0.0	57.5	0.0		0.0	12.1	0.0		0.0	0.0	0.0		23.2	72.0	72.0	
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	57.5	0.0		0.0	12.1	0.0		0.0	0.0	0.0		23.2	72.0	72.0	
LOS by Move:	A	E	A		A	B	A		A	A	A		C	E	E	
HCM2k95thQ:	0	63	0		0	10	0		0	0	0		20	49	49	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3054: N First St and I-880 SB Ramps (CMP)



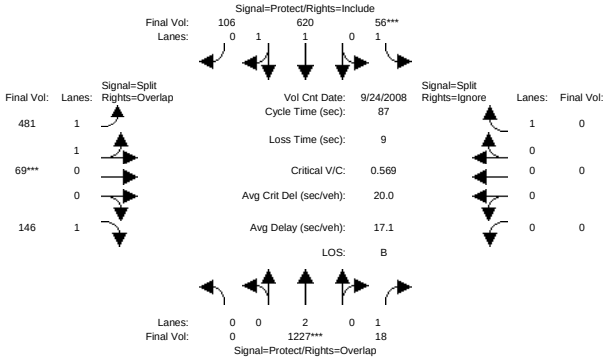
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		0	10	0		0	0	0		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:7:45-8:45AM																
Base Vol:	0	2236	275		0	1162	0		0	0	0		645	6	406	
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	2236	275		0	1162	0		0	0	0		645	6	406	
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	2236	275		0	1162	0		0	0	0		645	6	406	
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	2236	0		0	1162	0		0	0	0		645	6	406	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2236	0		0	1162	0		0	0	0		645	6	406	
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	
FinalVolume:	0	2236	0		0	1162	0		0	0	0		645	6	406	
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	0.92	0.92	
Lanes:	0.00	2.00	1.00		0.00	3.00	0.00		0.00	0.00	0.00		1.44	0.01	0.55	
Final Sat.:	0	3800	1750		0	5700	0		0	0	0		2518	14	967	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.59	0.00		0.00	0.20	0.00		0.00	0.00	0.00		0.26	0.42	0.42	
Crit Moves:		****			****									****		
Green Time:	0.0	45.5	0.0		0.0	45.5	0.0		0.0	0.0	0.0		32.5	32.5	32.5	
Volume/Cap:	0.00	1.12	0.00		0.00	0.39	0.00		0.00	0.00	0.00		0.69	1.12	1.12	
Delay/Veh:	0.0	84.0	0.0		0.0	12.5	0.0		0.0	0.0	0.0		24.3	97.1	97.1	
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	84.0	0.0		0.0	12.5	0.0		0.0	0.0	0.0		24.3	97.1	97.1	
LOS by Move:	A	F	A		A	B	A		A	A	A		C	F	F	
HCM2k95thQ:	0	75	0		0	12	0		0	0	0		22	57	57	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3055: N First St and I-880 NB Ramps (CMP)



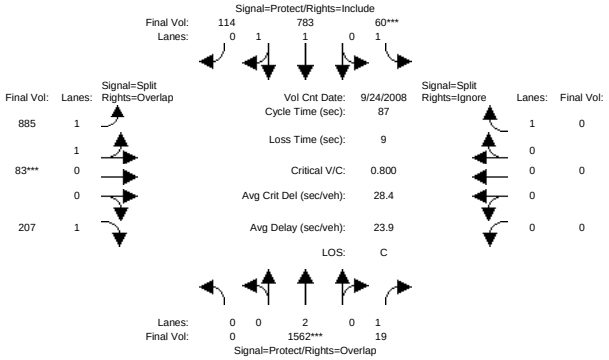
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	10		10	10	10		0	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 24 Sep 2008 << 7:30-8:30AM																
Base Vol:	0	1227	18		56	620	106		481	69	146		0	0	150	
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	1227	18		56	620	106		481	69	146		0	0	150	
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	1227	18		56	620	106		481	69	146		0	0	150	
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	1227	18		56	620	106		481	69	146		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1227	18		56	620	106		481	69	146		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	
FinalVolume:	0	1227	18		56	620	106		481	69	146		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	1.70	0.30		1.75	0.25	1.00		0.00	0.00	1.00	
Final Sat.:	0	3800	1750		1750	3159	540		3105	445	1750		0	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.32	0.01		0.03	0.20	0.20		0.15	0.15	0.08		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green Time:	0.0	48.0	48.0		7.0	55.0	55.0		23.0	23.0	23.0		0.0	0.0	0.0	
Volume/Cap:	0.00	0.59	0.02		0.40	0.31	0.31		0.59	0.59	0.32		0.00	0.00	0.00	
Delay/Veh:	0.0	14.1	8.9		46.2	7.7	7.7		30.5	30.5	27.4		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	14.1	8.9		46.2	7.7	7.7		30.5	30.5	27.4		0.0	0.0	0.0	
LOS by Move:	A	B	A		D	A	A		C	C	C		A	A	A	
HCM2k95thQ:	0	19	1		5	9	9		14	14	7		0	0	0	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3055: N First St and I-880 NB Ramps (CMP)



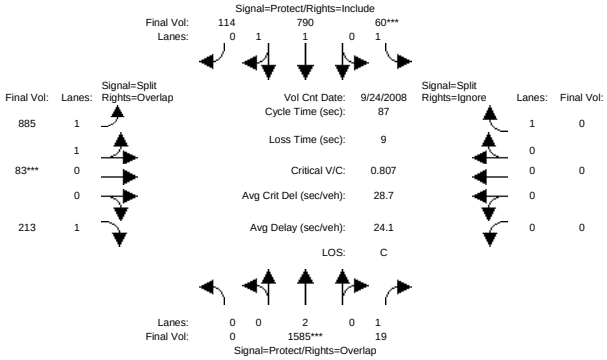
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	10		10	10	10		0	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 24 Sep 2008 << 7:30-8:30AM																
Base Vol:	0	1227	18		56	620	106		481	69	146		0	0	150	
Growth Adj:	1.06	1.06	1.06		1.01	1.01	1.01		1.16	1.16	1.16		1.00	1.00	1.00	
Initial Bse:	0	1301	19		57	626	107		558	80	169		0	0	150	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	261	0		3	157	7		327	3	38		0	0	13	
Initial Fut:	0	1562	19		60	783	114		885	83	207		0	0	163	
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	1562	19		60	783	114		885	83	207		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1562	19		60	783	114		885	83	207		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	
FinalVolume:	0	1562	19		60	783	114		885	83	207		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	1.74	0.26		1.83	0.17	1.00		0.00	0.00	1.00	
Final Sat.:	0	3800	1750		1750	3229	470		3245	305	1750		0	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.41	0.01		0.03	0.24	0.24		0.27	0.27	0.12		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green Time:	0.0	42.7	42.7		7.0	49.7	49.7		28.3	28.3	28.3		0.0	0.0	0.0	
Volume/Cap:	0.00	0.84	0.02		0.42	0.42	0.42		0.84	0.84	0.36		0.00	0.00	0.00	
Delay/Veh:	0.0	23.8	11.5		47.1	11.2	11.2		34.5	34.5	24.2		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	23.8	11.5		47.1	11.2	11.2		34.5	34.5	24.2		0.0	0.0	0.0	
LOS by Move:	A	C	B		D	B	B		C	C	C		A	A	A	
HCM2k95thQ:	0	33	1		5	13	13		26	26	9		0	0	0	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3055: N First St and I-880 NB Ramps (CMP)



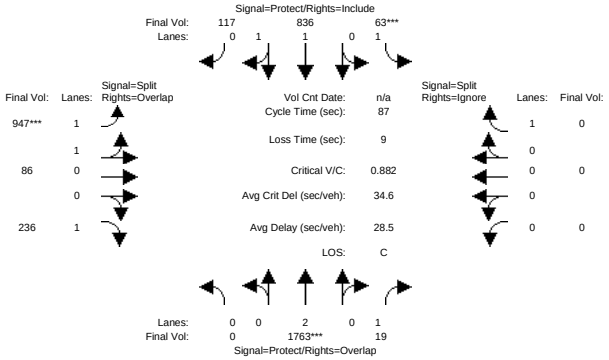
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2008 << 7:30-8:30AM												
Base Vol:	0	1227	18	56	620	106	481	69	146	0	0	150
Growth Adj:	1.06	1.06	1.06	1.01	1.01	1.01	1.16	1.16	1.16	1.00	1.00	1.00
Initial Bse:	0	1301	19	57	626	107	558	80	169	0	0	150
Added Vol:	0	23	0	0	7	0	0	0	6	0	0	0
ATI:	0	261	0	3	157	7	327	3	38	0	0	13
Initial Fut:	0	1585	19	60	790	114	885	83	213	0	0	163
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	1585	19	60	790	114	885	83	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1585	19	60	790	114	885	83	213	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
FinalVolume:	0	1585	19	60	790	114	885	83	213	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	1.74	0.26	1.83	0.17	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3233	467	3245	305	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.01	0.03	0.24	0.24	0.27	0.27	0.12	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	42.9	42.9	7.0	49.9	49.9	28.1	28.1	28.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.85	0.02	0.42	0.43	0.43	0.85	0.85	0.38	0.00	0.00	0.00
Delay/Veh:	0.0	24.0	11.3	47.1	11.1	11.1	35.2	35.2	24.7	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	24.0	11.3	47.1	11.1	11.1	35.2	35.2	24.7	0.0	0.0	0.0
LOS by Move:	A	C	B	D	B	B	D	D	C	A	A	A
HCM2k95thQ:	0	34	1	5	13	13	26	26	10	0	0	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3055: N First St and I-880 NB Ramps (CMP)



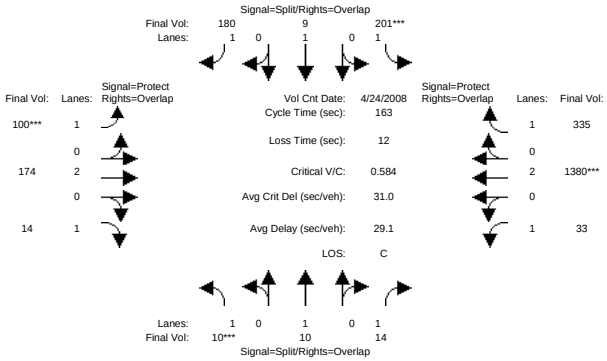
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	0	1763	19	63	836	117	947	86	236	0	0	176
Growth 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	1763	19	63	836	117	947	86	236	0	0	176
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	1763	19	63	836	117	947	86	236	0	0	176
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	1763	19	63	836	117	947	86	236	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1763	19	63	836	117	947	86	236	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
FinalVolume:	0	1763	19	63	836	117	947	86	236	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	1.75	0.25	1.84	0.16	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3245	454	3254	296	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.01	0.04	0.26	0.26	0.29	0.29	0.13	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	43.6	43.6	7.0	50.6	50.6	27.4	27.4	27.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.93	0.02	0.45	0.44	0.44	0.93	0.93	0.43	0.00	0.00	0.00
Delay/Veh:	0.0	29.3	11.0	48.1	10.9	10.9	42.9	42.9	26.1	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	11.0	48.1	10.9	10.9	42.9	42.9	26.1	0.0	0.0	0.0
LOS by Move:	A	C	B	D	B	B	D	D	C	A	A	A
HCM2k95thQ:	0	43	1	5	14	14	31	31	11	0	0	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3288: Old Bayshore Hwy and I-880 SB 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2008 << 7:45-8:45AM												
Base Vol:	10	10	14	201	9	180	100	174	14	33	1380	335
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:	10	10	14	201	9	180	100	174	14	33	1380	335
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:	10	10	14	201	9	180	100	174	14	33	1380	335
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:	10	10	14	201	9	180	100	174	14	33	1380	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	14	201	9	180	100	174	14	33	1380	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	14	201	9	180	100	174	14	33	1380	335
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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.11	0.00	0.10	0.06	0.05	0.01	0.02	0.36	0.19
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	55.6	30.3	30.3	45.3	15.1	65.1	75.1	45.6	95.7	125.9
Volume/Cap:	0.09	0.09	0.02	0.62	0.03	0.37	0.62	0.11	0.02	0.07	0.62	0.25
Delay/Veh:	72.6	72.5	35.7	64.7	54.3	47.8	78.3	30.8	23.9	43.2	22.4	5.3
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:	72.6	72.5	35.7	64.7	54.3	47.8	78.3	30.8	23.9	43.2	22.4	5.3
LOS by Move:	E	E	D	E	D	D	E	C	C	D	C	A
HCM2k95thQ:	1	1	1	19	1	15	12	5	1	3	37	10

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

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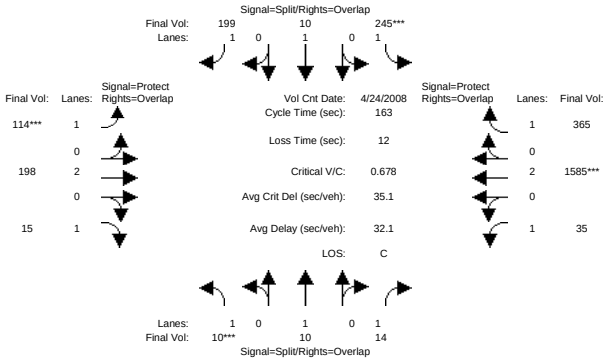
Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3288: Old Bayshore Hwy and I-880 SB 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2008 << 7:45-8:45AM												
Base Vol:	10	10	14	201	9	180	100	174	14	33	1380	335
Growth Adj:	1.00	1.00	1.00	1.04	1.04	1.04	1.01	1.01	1.01	1.07	1.07	1.07
Initial Bse:	10	10	14	209	9	188	101	176	14	35	1481	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	36	1	11	13	22	1	0	104	5
Initial Fut:	10	10	14	245	10	199	114	198	15	35	1585	365
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:	10	10	14	245	10	199	114	198	15	35	1585	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	14	245	10	199	114	198	15	35	1585	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	14	245	10	199	114	198	15	35	1585	365
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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.14	0.01	0.11	0.07	0.05	0.01	0.02	0.42	0.21
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	55.0	31.8	31.8	46.5	14.8	64.3	74.3	45.0	94.5	126.2
Volume/Cap:	0.09	0.09	0.02	0.72	0.03	0.40	0.72	0.13	0.02	0.07	0.72	0.27
Delay/Veh:	72.6	72.5	36.1	68.7	53.2	47.5	86.9	31.6	24.4	43.7	25.9	5.3
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:	72.6	72.5	36.1	68.7	53.2	47.5	86.9	31.6	24.4	43.7	25.9	5.3
LOS by Move:	E	E	D	E	D	D	F	C	C	D	C	A
HCM2k95thQ:	1	1	1	24	1	16	14	6	1	3	46	11

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

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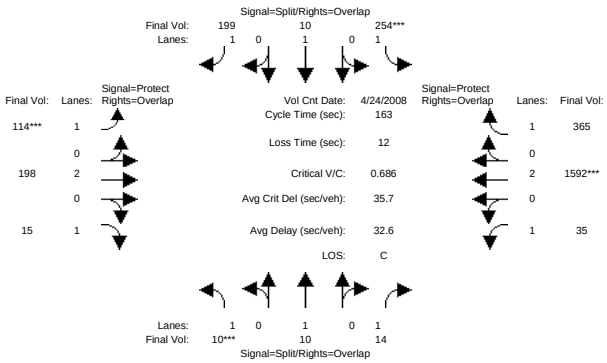
Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3288: Old Bayshore Hwy and I-880 SB 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2008 << 7:45-8:45AM												
Base Vol:	10	10	14	201	9	180	100	174	14	33	1380	335
Growth Adj:	1.00	1.00	1.00	1.04	1.04	1.04	1.01	1.01	1.01	1.07	1.07	1.07
Initial Bse:	10	10	14	209	9	188	101	176	14	35	1481	360
Added Vol:	0	0	0	9	0	0	0	0	0	0	7	0
ATI:	0	0	0	36	1	11	13	22	1	0	104	5
Initial Fut:	10	10	14	254	10	199	114	198	15	35	1592	365
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:	10	10	14	254	10	199	114	198	15	35	1592	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	14	254	10	199	114	198	15	35	1592	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	14	254	10	199	114	198	15	35	1592	365
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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.01	0.11	0.07	0.05	0.01	0.02	0.42	0.21
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	54.7	32.6	32.6	47.2	14.6	63.8	73.8	44.7	93.8	126.4
Volume/Cap:	0.09	0.09	0.02	0.73	0.03	0.39	0.73	0.13	0.02	0.07	0.73	0.27
Delay/Veh:	72.6	72.5	36.3	68.6	52.5	46.9	88.0	31.9	24.6	43.9	26.5	5.3
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:	72.6	72.5	36.3	68.6	52.5	46.9	88.0	31.9	24.6	43.9	26.5	5.3
LOS by Move:	E	E	D	E	D	D	F	C	C	D	C	A
HCM2k95thQ:	1	1	1	25	1	16	14	6	1	3	47	11

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

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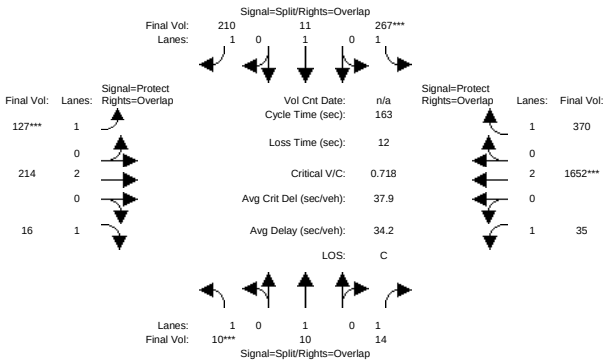
Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3288: Old Bayshore Hwy and I-880 SB 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:45-8:45AM												
Base Vol:	10	10	14	267	11	210	127	214	16	35	1652	370
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:	10	10	14	267	11	210	127	214	16	35	1652	370
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:	10	10	14	267	11	210	127	214	16	35	1652	370
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:	10	10	14	267	11	210	127	214	16	35	1652	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	14	267	11	210	127	214	16	35	1652	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	14	267	11	210	127	214	16	35	1652	370
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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.01	0.12	0.07	0.06	0.01	0.02	0.43	0.21
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	54.6	32.6	32.6	48.1	15.5	63.8	73.8	44.6	92.9	125.5
Volume/Cap:	0.09	0.09	0.02	0.76	0.03	0.41	0.76	0.14	0.02	0.07	0.76	0.27
Delay/Veh:	72.6	72.5	36.3	71.1	52.5	46.5	90.6	32.1	24.7	43.9	28.3	5.6
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:	72.6	72.5	36.3	71.1	52.5	46.5	90.6	32.1	24.7	43.9	28.3	5.6
LOS by Move:	E	E	D	E	D	D	F	C	C	D	C	A
HCM2k95thQ:	1	1	1	26	1	17	16	7	1	3	50	11

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

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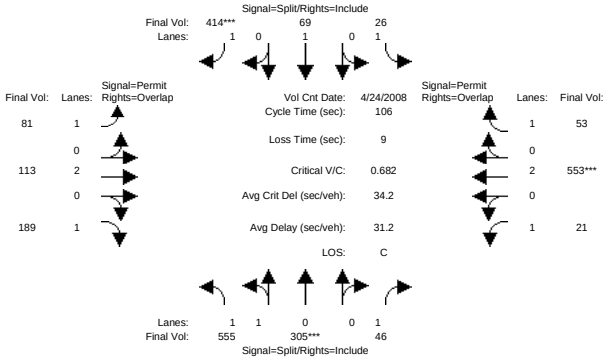
Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3289: Old Bayshore Hwy and I-880 NB Ramps



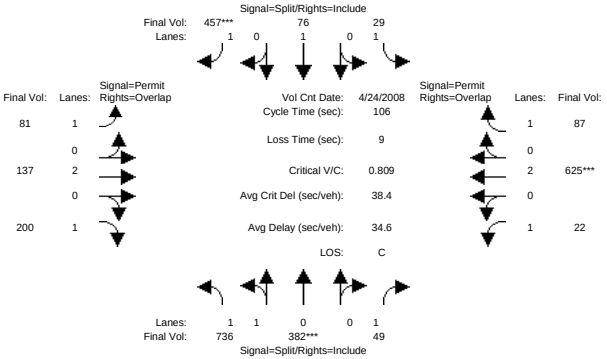
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	10		10		10		10		10		10		10		10		10		10		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 24 Apr 2008 << 7:45-8:45AM																								
Base Vol:	555	305		46			26		69		414		81		113		189		21		553		53	
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:	555	305		46			26		69		414		81		113		189		21		553		53	
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:	555	305		46			26		69		414		81		113		189		21		553		53	
User Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	555	305		46			26		69		414		81		113		189		21		553		53	
Reduct Vol:	0	0		0			0		0		0		0		0		0		0		0		0	
Reduced Vol:	555	305		46			26		69		414		81		113		189		21		553		53	
PCE Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	555	305		46			26		69		414		81		113		189		21		553		53	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.93	0.95		0.92			0.92		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92	
Lanes:	1.30	0.70		1.00			1.00		1.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	2291	1259		1750			1750		1900		1750		1750		3800		1750		1750		3800		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.24	0.24		0.03			0.01		0.04		0.24		0.05		0.03		0.11		0.01		0.15		0.03	
Crit Moves:		****									****										****			
Green Time:	37.6	37.6		37.6			36.8		36.8		36.8		22.6		22.6		60.2		22.6		22.6		59.4	
Volume/Cap:	0.68	0.68		0.07			0.04		0.10		0.68		0.22		0.14		0.19		0.06		0.68		0.05	
Delay/Veh:	30.6	30.6		22.7			23.0		23.5		32.8		34.7		33.9		11.2		33.3		40.8		10.6	
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:	30.6	30.6		22.7			23.0		23.5		32.8		34.7		33.9		11.2		33.3		40.8		10.6	
LOS by Move:	C	C		C			C		C		C		C		C		B		C		D		B	
HCM2k95thQ:	23	23		2			1		3		24		5		3		6		1		17		2	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3289: Old Bayshore Hwy and I-880 NB Ramps



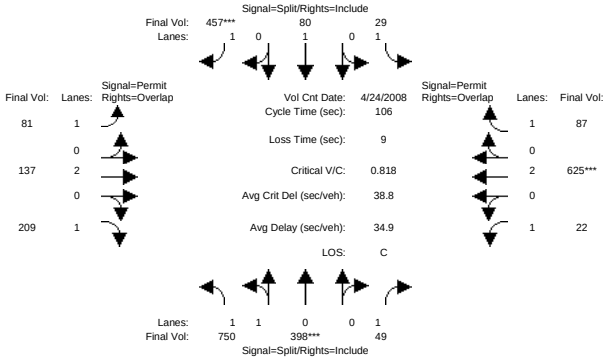
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	10		10		10		10		10		10		10		10		10		10		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 24 Apr 2008 << 7:45-8:45AM																								
Base Vol:	555	305		46			26		69		414		81		113		189		21		553		53	
Growth Adj:	1.03	1.03		1.03			1.10		1.10		1.10		1.00		1.00		1.00		1.06		1.06		1.06	
Initial Bse:	571	314		47			29		76		457		81		113		189		22		585		56	
Added Vol:	0	0		0			0		0		0		0		0		0		0		0		0	
ATI:	165	68		2			0		0		0		0		24		11		0		40		31	
Initial Fut:	736	382		49			29		76		457		81		137		200		22		625		87	
User Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	736	382		49			29		76		457		81		137		200		22		625		87	
Reduct Vol:	0	0		0			0		0		0		0		0		0		0		0		0	
Reduced Vol:	736	382		49			29		76		457		81		137		200		22		625		87	
PCE Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	736	382		49			29		76		457		81		137		200		22		625		87	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.93	0.95		0.92			0.92		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92	
Lanes:	1.33	0.67		1.00			1.00		1.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	2337	1212		1750			1750		1900		1750		1750		3800		1750		1750		3800		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.31	0.31		0.03			0.02		0.04		0.26		0.05		0.04		0.11		0.01		0.16		0.05	
Crit Moves:		****									****										****			
Green Time:	41.2	41.2		41.2			34.2		34.2		34.2		21.5		21.5		62.8		21.5		21.5		55.8	
Volume/Cap:	0.81	0.81		0.07			0.05		0.12		0.81		0.23		0.18		0.19		0.06		0.81		0.09	
Delay/Veh:	32.6	32.6		20.4			24.7		25.4		41.4		35.6		35.0		10.0		34.2		46.7		12.6	
User DelAdj:	1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	32.6	32.6		20.4			24.7		25.4		41.4		35.6		35.0		10.0		34.2		46.7		12.6	
LOS by Move:	C	C		C			C		C		D		D		D		B		C		D		B	
HCM2k95thQ:	31	31		2			1		4		29		5		4		6		1		22		3	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3289: Old Bayshore Hwy and I-880 NB Ramps



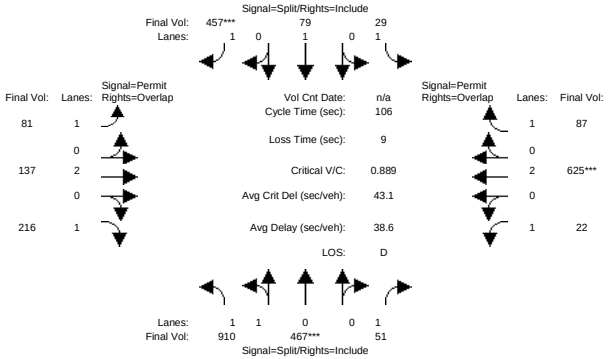
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2008 << 7:45-8:45AM												
Base Vol:	555	305	46	26	69	414	81	113	189	21	553	53
Growth Adj:	1.03	1.03	1.03	1.10	1.10	1.10	1.00	1.00	1.00	1.06	1.06	1.06
Initial Bse:	571	314	47	29	76	457	81	113	189	22	585	56
Added Vol:	14	16	0	0	4	0	0	0	9	0	0	0
ATI:	165	68	2	0	0	0	0	24	11	0	40	31
Initial Fut:	750	398	49	29	80	457	81	137	209	22	625	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	750	398	49	29	80	457	81	137	209	22	625	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	750	398	49	29	80	457	81	137	209	22	625	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	750	398	49	29	80	457	81	137	209	22	625	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.32	0.68	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2319	1230	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.03	0.02	0.04	0.26	0.05	0.04	0.12	0.01	0.16	0.05
Crit Moves:		****				****					****	
Green Time:	41.9	41.9	41.9	33.8	33.8	33.8	21.3	21.3	63.2	21.3	21.3	55.1
Volume/Cap:	0.82	0.82	0.07	0.05	0.13	0.82	0.23	0.18	0.20	0.06	0.82	0.10
Delay/Veh:	32.6	32.6	20.0	25.0	25.7	42.5	35.8	35.2	9.9	34.3	47.4	12.9
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:	32.6	32.6	20.0	25.0	25.7	42.5	35.8	35.2	9.9	34.3	47.4	12.9
LOS by Move:	C	C	C	C	C	D	D	D	A	C	D	B
HCM2k95thQ:	32	32	2	1	4	30	5	4	7	1	22	3

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3289: Old Bayshore Hwy and I-880 NB Ramps



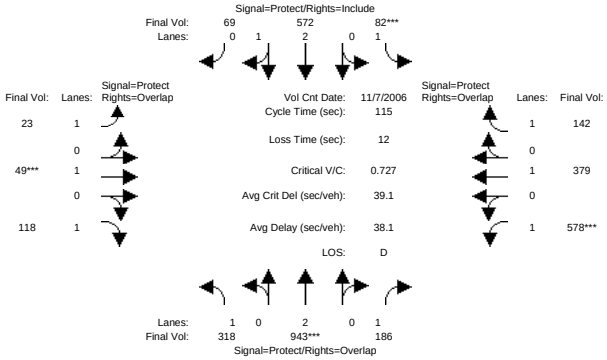
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:45-8:45AM												
Base Vol:	910	467	51	29	79	457	81	137	216	22	625	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	910	467	51	29	79	457	81	137	216	22	625	87
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:	910	467	51	29	79	457	81	137	216	22	625	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	910	467	51	29	79	457	81	137	216	22	625	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	910	467	51	29	79	457	81	137	216	22	625	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	910	467	51	29	79	457	81	137	216	22	625	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.33	0.67	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2346	1204	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.03	0.02	0.04	0.26	0.05	0.04	0.12	0.01	0.16	0.05
Crit Moves:		****				****					****	
Green Time:	46.3	46.3	46.3	31.1	31.1	31.1	19.6	19.6	65.9	19.6	19.6	50.7
Volume/Cap:	0.89	0.89	0.07	0.06	0.14	0.89	0.25	0.19	0.20	0.07	0.89	0.10
Delay/Veh:	34.3	34.3	17.4	26.9	27.7	52.9	37.3	36.7	8.8	35.7	55.5	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	34.3	17.4	26.9	27.7	52.9	37.3	36.7	8.8	35.7	55.5	15.2
LOS by Move:	C	C	B	C	C	D	D	D	A	D	E	B
HCM2k95thQ:	39	39	2	2	4	32	5	4	6	1	24	3

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3421: Oakland Rd and Commercial St



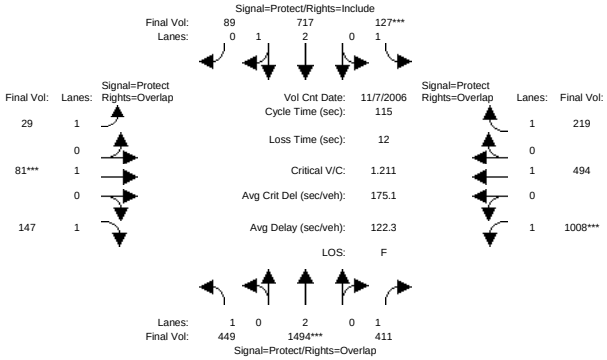
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 7 Nov 2006 << 7:30-8:30AM																
Base Vol:	318	943	186		82	572	69		23	49	118		578	379	142	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	318	943	186		82	572	69		23	49	118		578	379	142	
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:	318	943	186		82	572	69		23	49	118		578	379	142	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	318	943	186		82	572	69		23	49	118		578	379	142	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	318	943	186		82	572	69		23	49	118		578	379	142	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	318	943	186		82	572	69		23	49	118		578	379	142	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.99	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		1.00	2.67	0.33		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1750	3800	1750		1750	4996	603		1750	1900	1750		1750	1900	1750	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.25	0.11		0.05	0.11	0.11		0.01	0.03	0.07		0.33	0.20	0.08	
Crit Moves:		****			****					****			****			
Green Time:	26.9	36.9	86.0		7.0	17.0	17.0		13.8	10.0	36.9		49.1	45.3	52.3	
Volume/Cap:	0.78	0.77	0.14		0.77	0.78	0.78		0.11	0.30	0.21		0.77	0.51	0.18	
Delay/Veh:	50.2	38.4	4.1		81.5	51.9	51.9		45.3	50.2	28.6		33.2	27.0	18.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.2	38.4	4.1		81.5	51.9	51.9		45.3	50.2	28.6		33.2	27.0	18.7	
LOS by Move:	D	D	A		F	D	D		D	D	C		C	C	B	
HCM2k95thQ:	24	29	4		10	17	17		2	4	6		33	18	6	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3421: Oakland Rd and Commercial St



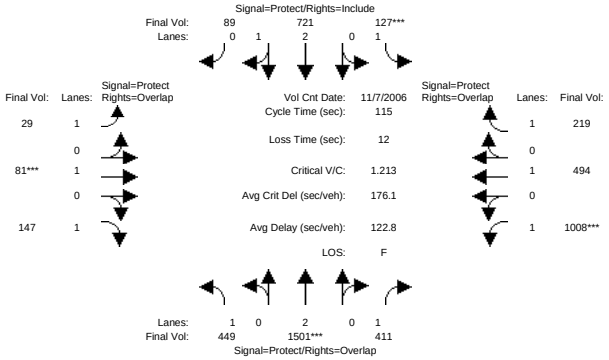
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 7 Nov 2006 << 7:30-8:30AM																
Base Vol:	318	943	186		82	572	69		23	49	118		578	379	142	
Growth Adj:	1.09	1.09	1.09		1.02	1.02	1.02		1.00	1.00	1.00		1.02	1.02	1.02	
Initial Bse:	348	1033	204		84	585	71		23	49	118		591	388	145	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	101	461	207		43	132	18		6	32	29		417	106	74	
Initial Fut:	449	1494	411		127	717	89		29	81	147		1008	494	219	
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:	449	1494	411		127	717	89		29	81	147		1008	494	219	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	449	1494	411		127	717	89		29	81	147		1008	494	219	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	449	1494	411		127	717	89		29	81	147		1008	494	219	
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	0.99	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		1.00	2.66	0.34		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1750	3800	1750		1750	4983	616		1750	1900	1750		1750	1900	1750	
Capacity Analysis Module:																
Vol/Sat:	0.26	0.39	0.23		0.07	0.14	0.14		0.02	0.04	0.08		0.58	0.26	0.13	
Crit Moves:		****			****					****			****			
Green Time:	26.8	34.9	86.0		7.0	15.0	15.0		11.6	10.0	36.8		51.1	49.5	56.5	
Volume/Cap:	1.10	1.30	0.31		1.19	1.10	1.10		0.16	0.49	0.26		1.30	0.60	0.25	
Delay/Veh:	118.4	180	4.9		201.2	114	113.9		47.7	52.4	29.3		174.6	26.5	17.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	118.4	180	4.9		201.2	114	113.9		47.7	52.4	29.3		174.6	26.5	17.2	
LOS by Move:	F	F	A		F	F	F		D	D	C		F	C	B	
HCM2k95thQ:	44	75	10		19	28	28		2	7	8		104	23	9	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3421: Oakland Rd and Commercial St



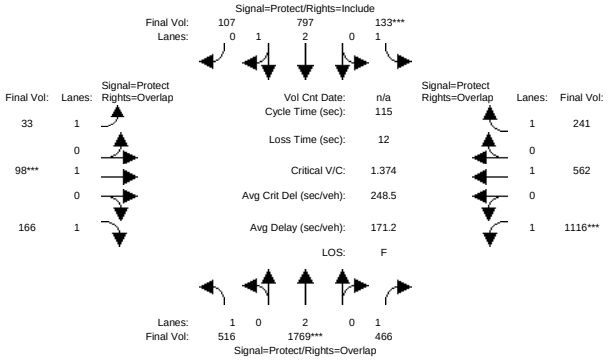
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 7 Nov 2006 << 7:30-8:30AM																
Base Vol:	318	943	186		82	572	69		23	49	118		578	379	142	
Growth Adj:	1.09	1.09	1.09		1.02	1.02	1.02		1.00	1.00	1.00		1.02	1.02	1.02	
Initial Bse:	348	1033	204		84	585	71		23	49	118		591	388	145	
Added Vol:	0	7	0		0	4	0		0	0	0		0	0	0	
ATI:	101	461	207		43	132	18		6	32	29		417	106	74	
Initial Fut:	449	1501	411		127	721	89		29	81	147		1008	494	219	
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:	449	1501	411		127	721	89		29	81	147		1008	494	219	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	449	1501	411		127	721	89		29	81	147		1008	494	219	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	449	1501	411		127	721	89		29	81	147		1008	494	219	
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	0.99	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		1.00	2.66	0.34		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1750	3800	1750		1750	4987	613		1750	1900	1750		1750	1900	1750	
Capacity Analysis Module:																
Vol/Sat:	0.26	0.39	0.23		0.07	0.14	0.14		0.02	0.04	0.08		0.58	0.26	0.13	
Crit Moves:		****			****					****			****			
Green Time:	26.9	35.0	86.0		7.0	15.1	15.1		11.6	10.0	36.9		51.0	49.4	56.4	
Volume/Cap:	1.10	1.30	0.31		1.19	1.10	1.10		0.16	0.49	0.26		1.30	0.60	0.26	
Delay/Veh:	118.1	181	4.9		201.2	114	113.6		47.7	52.4	29.2		175.7	26.5	17.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	118.1	181	4.9		201.2	114	113.6		47.7	52.4	29.2		175.7	26.5	17.2	
LOS by Move:	F	F	A		F	F	F		D	D	C		F	C	B	
HCM2k95thQ:	44	76	10		19	29	29		2	7	8		105	23	9	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3421: Oakland Rd and Commercial St



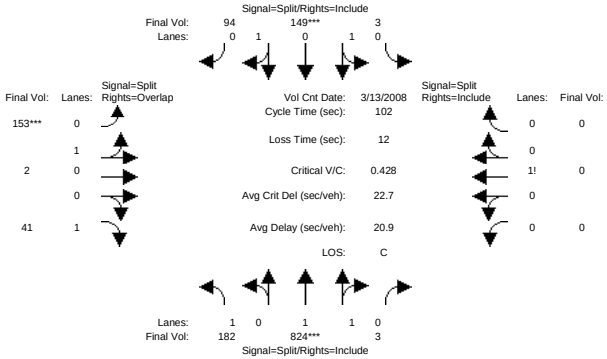
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:7:30-8:30AM																
Base Vol:	516	1769	466		133	797	107		33	98	166		1116	562	241	
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:	516	1769	466		133	797	107		33	98	166		1116	562	241	
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:	516	1769	466		133	797	107		33	98	166		1116	562	241	
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:	516	1769	466		133	797	107		33	98	166		1116	562	241	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	516	1769	466		133	797	107		33	98	166		1116	562	241	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	516	1769	466		133	797	107		33	98	166		1116	562	241	
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	0.99	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		1.00	2.63	0.37		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1750	3800	1750		1750	4936	663		1750	1900	1750		1750	1900	1750	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.47	0.27		0.08	0.16	0.16		0.02	0.05	0.09		0.64	0.30	0.14	
Crit Moves:		****			****					****			****			
Green Time:	28.0	36.3	86.0		7.0	15.3	15.3		10.2	10.0	38.0		49.7	49.5	56.5	
Volume/Cap:	1.21	1.48	0.36		1.25	1.21	1.21		0.21	0.59	0.29		1.48	0.69	0.28	
Delay/Veh:	159.0	258	5.2		222.3	158	157.6		49.4	56.2	28.8		253.7	28.9	17.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	159.0	258	5.2		222.3	158	157.6		49.4	56.2	28.8		253.7	28.9	17.4	
LOS by Move:	F	F	A		F	F	F		D	E	C		F	C	B	
HCM2k95thQ:	55	101	12		20	34	34		3	8	9		135	28	10	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3422: N Tenth St and Commercial St



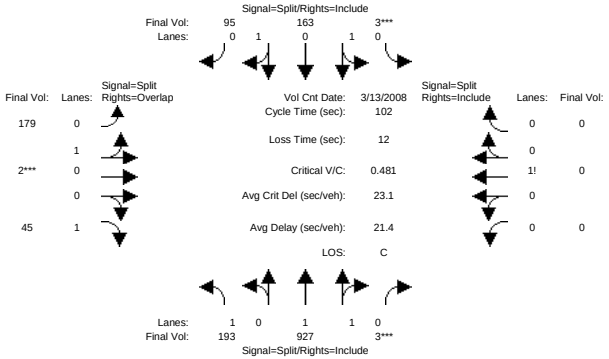
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	10	10	10		10	10	10		10	10	10		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 13 Mar 2008 <<																
Base Vol:	182	824	3		3	149	94		153	2	41		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:	182	824	3		3	149	94		153	2	41		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:	182	824	3		3	149	94		153	2	41		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:	182	824	3		3	149	94		153	2	41		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	182	824	3		3	149	94		153	2	41		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	182	824	3		3	149	94		153	2	41		0	0	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		0.95	0.95	0.95		0.95	0.95	0.92		0.92	0.92	0.92	
Lanes:	1.00	1.99	0.01		0.02	1.22	0.76		0.99	0.01	1.00		0.00	1.00	0.00	
Final Sat.:	1750	3687	13		44	2180	1376		1777	23	1750		0	1750	0	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.22	0.22		0.07	0.07	0.07		0.09	0.09	0.02		0.00	0.00	0.00	
Crit Moves:		****				****			****							
Green Time:	53.2	53.2	53.2		16.3	16.3	16.3		20.5	20.5	73.7		0.0	0.0	0.0	
Volume/Cap:	0.20	0.43	0.43		0.43	0.43	0.43		0.43	0.43	0.03		0.00	0.00	0.00	
Delay/Veh:	13.1	15.2	15.2		39.2	39.2	39.2		36.4	36.4	4.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	13.1	15.2	15.2		39.2	39.2	39.2		36.4	36.4	4.0		0.0	0.0	0.0	
LOS by Move:	B	B	B		D	D	D		D	D	A		A	A	A	
HCM2k95thQ:	6	15	15		7	7	7		9	9	1		0	0	0	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3422: N Tenth St and Commercial St



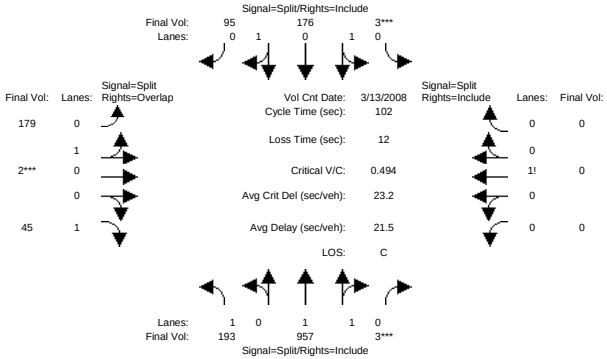
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	10	10	10		10	10	10		10	10	10		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 13 Mar 2008 << 7:30-8:30AM																
Base Vol:	182	824	3		3	149	94		153	2	41		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:	182	824	3		3	149	94		153	2	41		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	11	103	0		0	14	1		26	0	4		0	0	0	
Initial Fut:	193	927	3		3	163	95		179	2	45		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:	193	927	3		3	163	95		179	2	45		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	193	927	3		3	163	95		179	2	45		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	193	927	3		3	163	95		179	2	45		0	0	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		0.95	0.95	0.95		0.95	0.95	0.92		0.92	0.92	0.92	
Lanes:	1.00	1.99	0.01		0.02	1.25	0.73		0.99	0.01	1.00		0.00	1.00	0.00	
Final Sat.:	1750	3688	12		41	2248	1310		1780	20	1750		0	1750	0	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.25	0.25		0.07	0.07	0.07		0.10	0.10	0.03		0.00	0.00	0.00	
Crit Moves:			****		****					****						
Green Time:	53.3	53.3	53.3		15.4	15.4	15.4		21.3	21.3	74.6		0.0	0.0	0.0	
Volume/Cap:	0.21	0.48	0.48		0.48	0.48	0.48		0.48	0.48	0.04		0.00	0.00	0.00	
Delay/Veh:	13.2	15.7	15.7		40.3	40.3	40.3		36.4	36.4	3.8		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:	13.2	15.7	15.7		40.3	40.3	40.3		36.4	36.4	3.8		0.0	0.0	0.0	
LOS by Move:	B	B	B		D	D	D		D	D	A		A	A	A	
HCM2k95thQ:	6	16	16		8	8	8		11	11	1		0	0	0	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3422: N Tenth St and Commercial St



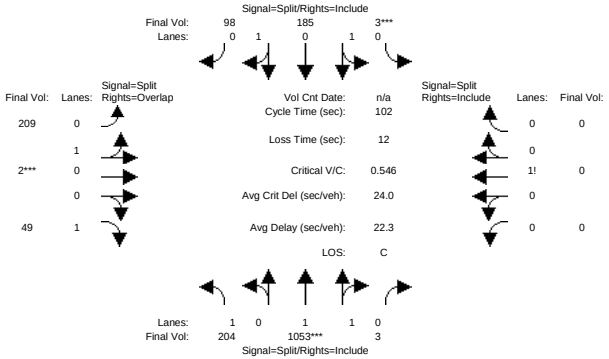
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		10	10	10		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 13 Mar 2008 << 7:30-8:30AM																
Base Vol:	182	824	3		3	149	94		153	2	41		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:	182	824	3		3	149	94		153	2	41		0	0	0	
Added Vol:	0	30	0		0	13	0		0	0	0		0	0	0	
ATI:	11	103	0		0	14	1		26	0	4		0	0	0	
Initial Fut:	193	957	3		3	176	95		179	2	45		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:	193	957	3		3	176	95		179	2	45		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	193	957	3		3	176	95		179	2	45		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	193	957	3		3	176	95		179	2	45		0	0	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		0.95	0.95	0.95		0.95	0.95	0.92		0.92	0.92	0.92	
Lanes:	1.00	1.99	0.01		0.02	1.29	0.69		0.99	0.01	1.00		0.00	1.00	0.00	
Final Sat.:	1750	3688	12		39	2312	1248		1780	20	1750		0	1750	0	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.26	0.26		0.08	0.08	0.08		0.10	0.10	0.03		0.00	0.00	0.00	
Crit Moves:			****		****					****						
Green Time:	53.5	53.5	53.5		15.7	15.7	15.7		20.8	20.8	74.3		0.0	0.0	0.0	
Volume/Cap:	0.21	0.49	0.49		0.49	0.49	0.49		0.49	0.49	0.04		0.00	0.00	0.00	
Delay/Veh:	13.1	15.7	15.7		40.2	40.2	40.2		37.0	37.0	3.9		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	13.1	15.7	15.7		40.2	40.2	40.2		37.0	37.0	3.9		0.0	0.0	0.0	
LOS by Move:	B	B	B		D	D	D		D	D	A		A	A	A	
HCM2k95thQ:	6	17	17		8	8	8		11	11	1		0	0	0	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3422: N Tenth St and Commercial St



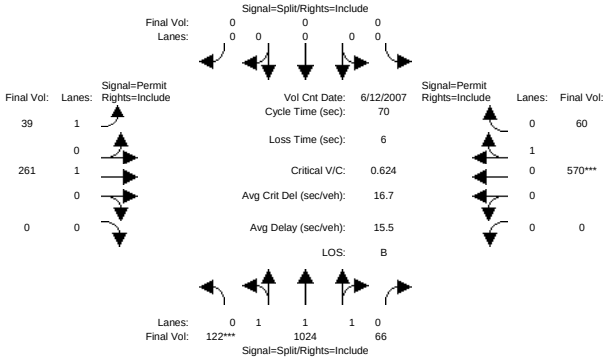
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		10	10	10		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:7:30-8:30AM																
Base Vol:	204	1053	3		3	185	98		209	2	49		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:	204	1053	3		3	185	98		209	2	49		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:	204	1053	3		3	185	98		209	2	49		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:	204	1053	3		3	185	98		209	2	49		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	204	1053	3		3	185	98		209	2	49		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	204	1053	3		3	185	98		209	2	49		0	0	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		0.95	0.95	0.95		0.95	0.95	0.92		0.92	0.92	0.92	
Lanes:	1.00	1.99	0.01		0.02	1.29	0.69		0.99	0.01	1.00		0.00	1.00	0.00	
Final Sat.:	1750	3689	11		38	2329	1234		1783	17	1750		0	1750	0	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.29	0.29		0.08	0.08	0.08		0.12	0.12	0.03		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green Time:	53.3	53.3	53.3		14.8	14.8	14.8		21.9	21.9	75.2		0.0	0.0	0.0	
Volume/Cap:	0.22	0.55	0.55		0.55	0.55	0.55		0.55	0.55	0.04		0.00	0.00	0.00	
Delay/Veh:	13.3	16.6	16.6		41.7	41.7	41.7		37.3	37.3	3.6		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:	13.3	16.6	16.6		41.7	41.7	41.7		37.3	37.3	3.6		0.0	0.0	0.0	
LOS by Move:	B	B	B		D	D	D		D	D	A		A	A	A	
HCM2k95thQ:	7	19	19		9	9	9		13	13	1		0	0	0	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3467: N Eleventh St and Taylor St (P)



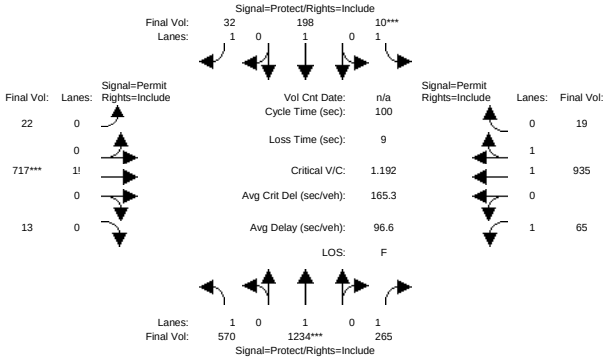
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	10		10	0	0		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 Jun 2007 << 7:30-8:30AM																
Base Vol:	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
FinalVolume:	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:	24.7	24.7		24.7	0.0		0.0	0.0	39.3		39.3	0.0	0.0		39.3	39.3
Volume/Cap:	0.62	0.62		0.62	0.00		0.00	0.00	0.04		0.24	0.00	0.00		0.62	0.62
Delay/Veh:	19.4	19.4		19.4	0.0		0.0	0.0	6.9		7.9	0.0	0.0		11.6	11.6
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:	19.4	19.4		19.4	0.0		0.0	0.0	6.9		7.9	0.0	0.0		11.6	11.6
LOS by Move:	B	B		B	A		A	A	A		A	A	A		B	B
HCM2k95thQ:	16	16		16	0		0	0	1		6	0	0		19	19

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3467: N Eleventh St and Taylor St (P)



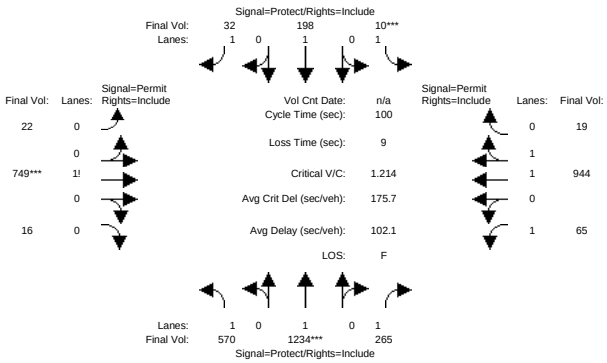
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:AM																
Base Vol:	521	1064		237	10		192	24	12		600	13	54		808	14
Growth Adj:	1.07	1.07		1.07	1.00		1.00	1.00	1.02		1.02	1.02	1.03		1.03	1.03
Initial Bse:	557	1138		253	10		192	24	12		613	13	56		831	14
Added Vol:	0	0		0	0		0	0	0		1	0	0		2	0
ATI:	13	96		12	0		6	8	10		103	0	9		102	5
Initial Fut:	570	1234		265	10		198	32	22		717	13	65		935	19
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:	570	1234		265	10		198	32	22		717	13	65		935	19
Reduct Vol:	0	0		0	0		0	0	0		0	0	0		0	0
Reduced Vol:	570	1234		265	10		198	32	22		717	13	65		935	19
PCE Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	570	1234		265	10		198	32	22		717	13	65		935	19
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		0.97	0.95
Lanes:	1.00	1.00		1.00	1.00		1.00	1.00	0.03		0.95	0.02	1.00		1.96	0.04
Final Sat.:	1750	1900		1750	1750		1900	1750	52		1667	31	1750		3625	75
Capacity Analysis Module:																
Vol/Sat:	0.33	0.65		0.15	0.01		0.10	0.02	0.43		0.43	0.43	0.04		0.26	0.26
Crit Moves:		****			****						****					
Green Time:	43.6	50.5		50.5	7.0		13.9	13.9	33.5		33.5	33.5	33.5		33.5	33.5
Volume/Cap:	0.75	1.28		0.30	0.08		0.75	0.13	1.28		1.28	1.28	0.11		0.77	0.77
Delay/Veh:	27.7	161		14.6	43.8		52.4	38.0	174.1		174	174.1	23.1		32.9	32.9
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:	27.7	161		14.6	43.8		52.4	38.0	174.1		174	174.1	23.1		32.9	32.9
LOS by Move:	C	F		B	D		D	D	F		F	F	C		C	C
HCM2k95thQ:	30	110		10	1		14	2	73		73	73	3		27	27

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3467: N Eleventh St and Taylor St (P)



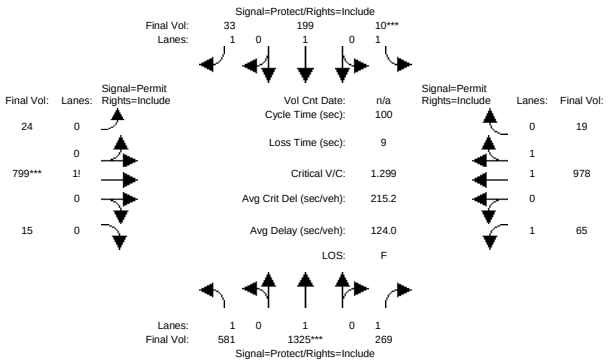
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10		10		10		10		10		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:AM																								
Base Vol:	521		1064		237		10		192		24		12		600		13		54		808		14	
Growth Adj:	1.07		1.07		1.07		1.00		1.00		1.00		1.02		1.02		1.02		1.03		1.03		1.03	
Initial Bse:	557		1138		253		10		192		24		12		613		13		56		831		14	
Added Vol:	0		0		0		0		0		0		0		33		3		0		11		0	
ATI:	13		96		12		0		6		8		10		103		0		9		102		5	
Initial Fut:	570		1234		265		10		198		32		22		749		16		65		944		19	
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:	570		1234		265		10		198		32		22		749		16		65		944		19	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	570		1234		265		10		198		32		22		749		16		65		944		19	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	570		1234		265		10		198		32		22		749		16		65		944		19	
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		0.97		0.95	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00		0.03		0.95		0.02		1.00		1.96		0.04	
Final Sat.:	1750		1900		1750		1750		1900		1750		49		1664		36		1750		3625		74	
Capacity Analysis Module:																								
Vol/Sat:	0.33		0.65		0.15		0.01		0.10		0.02		0.45		0.45		0.45		0.04		0.26		0.26	
Crit Moves:			****				****								****									
Green Time:	42.9		49.6		49.6		7.0		13.7		13.7		34.4		34.4		34.4		34.4		34.4		34.4	
Volume/Cap:	0.76		1.31		0.31		0.08		0.76		0.13		1.31		1.31		1.31		0.11		0.76		0.76	
Delay/Veh:	28.7		172		15.2		43.8		53.8		38.2		183.5		183		183.5		22.4		31.8		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:	28.7		172		15.2		43.8		53.8		38.2		183.5		183		183.5		22.4		31.8		31.8	
LOS by Move:	C		F		B		D		D		D		F		F		F		C		C		C	
HCM2k95thQ:	30		112		10		1		15		2		78		78		78		3		26		26	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3467: N Eleventh St and Taylor St (P)



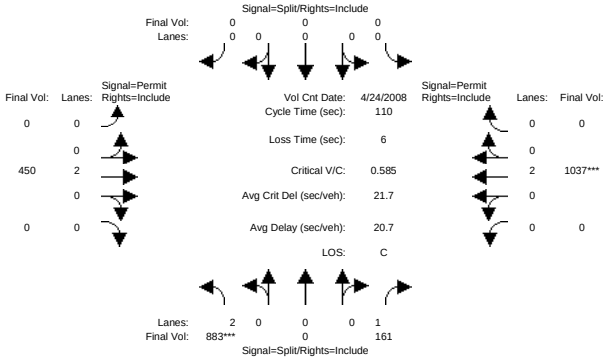
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10		10		10		10		10		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:AM																								
Base Vol:	581		1325		269		10		199		33		24		799		15		65		978		19	
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:	581		1325		269		10		199		33		24		799		15		65		978		19	
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:	581		1325		269		10		199		33		24		799		15		65		978		19	
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:	581		1325		269		10		199		33		24		799		15		65		978		19	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	581		1325		269		10		199		33		24		799		15		65		978		19	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	581		1325		269		10		199		33		24		799		15		65		978		19	
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		0.97		0.95	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00		0.03		0.95		0.02		1.00		1.96		0.04	
Final Sat.:	1750		1900		1750		1750		1900		1750		50		1669		31		1750		3629		71	
Capacity Analysis Module:																								
Vol/Sat:	0.33		0.70		0.15		0.01		0.10		0.02		0.48		0.48		0.48		0.04		0.27		0.27	
Crit Moves:			****				****								****									
Green Time:	43.2		49.8		49.8		7.0		13.6		13.6		34.2		34.2		34.2		34.2		34.2		34.2	
Volume/Cap:	0.77		1.40		0.31		0.08		0.77		0.14		1.40		1.40		1.40		0.11		0.79		0.79	
Delay/Veh:	29.0		212		15.1		43.8		54.7		38.3		223.0		223		223.0		22.6		33.0		33.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	29.0		212		15.1		43.8		54.7		38.3		223.0		223		223.0		22.6		33.0		33.0	
LOS by Move:	C		F		B		D		D		D		F		F		F		C		C		C	
HCM2k95thQ:	31		132		10		1		15		2		90		90		90		3		28		28	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3469: N 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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	

Volume Module: >> Count Date: 24 Apr 2008 << 7:15-8:15AM

Base Vol:	883	0	161		0	0	0		0	450	0		0	1037	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:	883	0	161		0	0	0		0	450	0		0	1037	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:	883	0	161		0	0	0		0	450	0		0	1037	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:	883	0	161		0	0	0		0	450	0		0	1037	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	883	0	161		0	0	0		0	450	0		0	1037	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	883	0	161		0	0	0		0	450	0		0	1037	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:

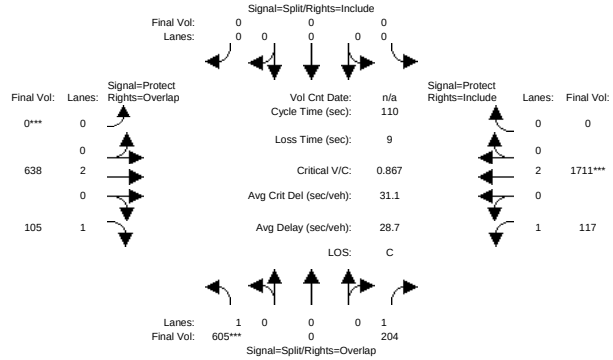
Vol/Sat:	0.28	0.00	0.09		0.00	0.00	0.00		0.00	0.12	0.00		0.00	0.27	0.00	
Crit Moves:	****													****		
Green Time:	52.7	0.0	52.7		0.0	0.0	0.0		0.0	51.3	0.0		0.0	51.3	0.0	
Volume/Cap:	0.59	0.00	0.19		0.00	0.00	0.00		0.00	0.25	0.00		0.00	0.59	0.00	
Delay/Veh:	21.3	0.0	16.5		0.0	0.0	0.0		0.0	17.8	0.0		0.0	22.0	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:	21.3	0.0	16.5		0.0	0.0	0.0		0.0	17.8	0.0		0.0	22.0	0.0	
LOS by Move:	C	A	B		A	A	A		A	B	A		A	C	A	
HCM2k95thQ:	23	0	6		0	0	0		0	9	0		0	22	0	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3469: N 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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	

Volume Module:AM

Base Vol:	487	0	159		0	0	0		0	472	97		95	1440	0	
Growth Adj:	1.07	1.07	1.07		1.00	1.00	1.00		1.06	1.06	1.06		1.06	1.06	1.06	
Initial Bse:	521	0	170		0	0	0		0	500	103		101	1533	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	1	0	
ATI:	84	0	34		0	0	0		0	138	2		16	177	0	
Initial Fut:	605	0	204		0	0	0		0	638	105		117	1711	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:	605	0	204		0	0	0		0	638	105		117	1711	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	605	0	204		0	0	0		0	638	105		117	1711	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	605	0	204		0	0	0		0	638	105		117	1711	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:

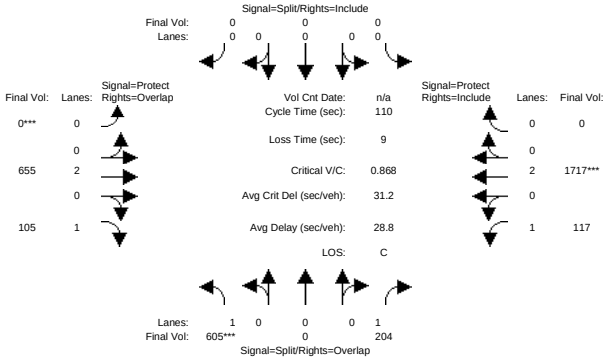
Vol/Sat:	0.35	0.00	0.12		0.00	0.00	0.00		0.00	0.17	0.06		0.07	0.45	0.00	
Crit Moves:	****								****					****		
Green Time:	43.9	0.0	60.1		0.0	0.0	0.0		0.0	40.9	84.7		16.3	57.1	0.0	
Volume/Cap:	0.87	0.00	0.21		0.00	0.00	0.00		0.00	0.45	0.08		0.45	0.87	0.00	
Delay/Veh:	41.5	0.0	12.9		0.0	0.0	0.0		0.0	26.3	3.1		44.0	27.5	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:	41.5	0.0	12.9		0.0	0.0	0.0		0.0	26.3	3.1		44.0	27.5	0.0	
LOS by Move:	D	A	B		A	A	A		A	C	A		D	C	A	
HCM2k95thQ:	39	0	7		0	0	0		0	15	2		7	40	0	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3469: N Eleventh St and Hedding St



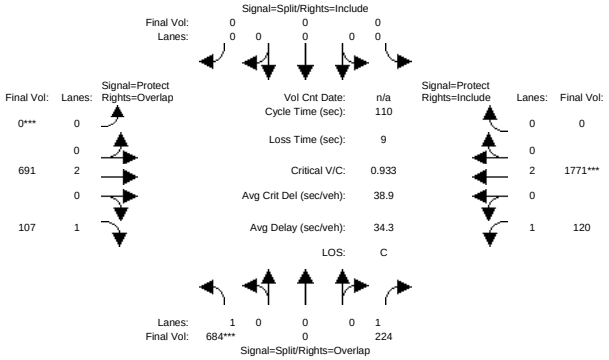
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10		0	0	0		0	10	10		7	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:AM																
Base Vol:	487	0	159		0	0	0		0	472	97		95	1440	0	
Growth Adj:	1.07	1.07	1.07		1.00	1.00	1.00		1.06	1.06	1.06		1.06	1.06	1.06	
Initial Bse:	521	0	170		0	0	0		0	500	103		101	1533	0	
Added Vol:	0	0	0		0	0	0		0	17	0		0	7	0	
ATI:	84	0	34		0	0	0		0	138	2		16	177	0	
Initial Fut:	605	0	204		0	0	0		0	655	105		117	1717	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:	605	0	204		0	0	0		0	655	105		117	1717	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	605	0	204		0	0	0		0	655	105		117	1717	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	605	0	204		0	0	0		0	655	105		117	1717	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:	0.35	0.00	0.12		0.00	0.00	0.00		0.00	0.17	0.06		0.07	0.45	0.00	
Crit Moves:	****								****					****		
Green Time:	43.8	0.0	59.8		0.0	0.0	0.0		0.0	41.2	85.0		16.0	57.2	0.0	
Volume/Cap:	0.87	0.00	0.21		0.00	0.00	0.00		0.00	0.46	0.08		0.46	0.87	0.00	
Delay/Veh:	41.8	0.0	13.1		0.0	0.0	0.0		0.0	26.2	3.0		44.4	27.5	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:	41.8	0.0	13.1		0.0	0.0	0.0		0.0	26.2	3.0		44.4	27.5	0.0	
LOS by Move:	D	A	B		A	A	A		A	C	A		D	C	A	
HCM2k95thQ:	39	0	7		0	0	0		0	15	2		7	40	0	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3469: N Eleventh St and Hedding St



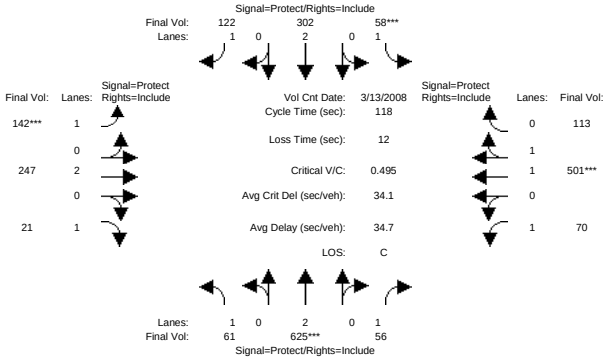
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10		0	0	0		0	10	10		7	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:AM																
Base Vol:	684	0	224		0	0	0		0	691	107		120	1771	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:	684	0	224		0	0	0		0	691	107		120	1771	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:	684	0	224		0	0	0		0	691	107		120	1771	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:	684	0	224		0	0	0		0	691	107		120	1771	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	684	0	224		0	0	0		0	691	107		120	1771	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	684	0	224		0	0	0		0	691	107		120	1771	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:	0.39	0.00	0.13		0.00	0.00	0.00		0.00	0.18	0.06		0.07	0.47	0.00	
Crit Moves:	****								****					****		
Green Time:	46.1	0.0	61.1		0.0	0.0	0.0		0.0	39.9	86.0		15.0	54.9	0.0	
Volume/Cap:	0.93	0.00	0.23		0.00	0.00	0.00		0.00	0.50	0.08		0.50	0.93	0.00	
Delay/Veh:	49.3	0.0	12.6		0.0	0.0	0.0		0.0	27.6	2.8		45.7	34.9	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:	49.3	0.0	12.6		0.0	0.0	0.0		0.0	27.6	2.8		45.7	34.9	0.0	
LOS by Move:	D	A	B		A	A	A		A	C	A		D	C	A	
HCM2k95thQ:	46	0	8		0	0	0		0	16	2		7	43	0	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3496: N First St and Hedding St



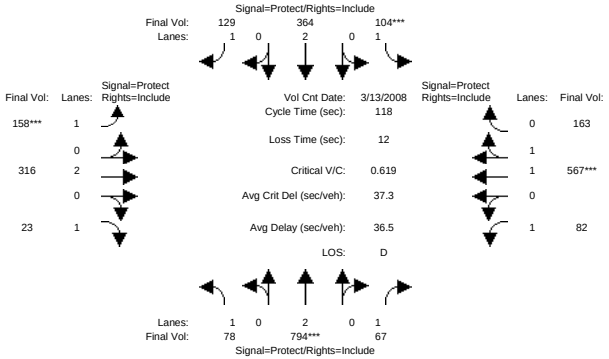
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Mar 2008 <<												
Base Vol:	61	625	56	58	302	122	142	247	21	70	501	113
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	625	56	58	302	122	142	247	21	70	501	113
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	625	56	58	302	122	142	247	21	70	501	113
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	625	56	58	302	122	142	247	21	70	501	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	625	56	58	302	122	142	247	21	70	501	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	625	56	58	302	122	142	247	21	70	501	113
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	1.62	0.38
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3019	681
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.03	0.03	0.08	0.07	0.08	0.07	0.01	0.04	0.17	0.17
Crit Moves:		****		****			****				****	
Green Time:	19.4	39.2	39.2	7.9	27.7	27.7	19.3	34.6	34.6	24.3	39.6	39.6
Volume/Cap:	0.21	0.50	0.10	0.50	0.34	0.30	0.50	0.22	0.04	0.19	0.50	0.50
Delay/Veh:	43.1	31.8	27.3	56.4	37.8	37.5	46.2	31.6	29.8	39.1	31.6	31.6
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:	43.1	31.8	27.3	56.4	37.8	37.5	46.2	31.6	29.8	39.1	31.6	31.6
LOS by Move:	D	C	C	E	D	D	D	C	C	D	C	C
HCM2k95thQ:	4	17	3	6	9	8	10	6	1	5	17	17

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3496: N First St and Hedding St



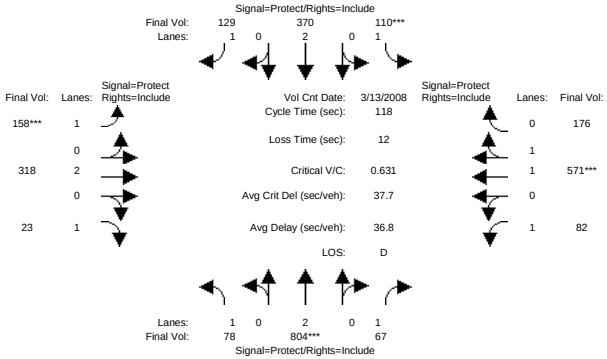
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Mar 2008 <<												
Base Vol:	61	625	56	58	302	122	142	247	21	70	501	113
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	625	56	58	302	122	142	247	21	70	501	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	17	169	11	46	62	7	16	69	2	12	66	50
Initial Fut:	78	794	67	104	364	129	158	316	23	82	567	163
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	794	67	104	364	129	158	316	23	82	567	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	794	67	104	364	129	158	316	23	82	567	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	794	67	104	364	129	158	316	23	82	567	163
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	1.54	0.46
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2873	826
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.04	0.06	0.10	0.07	0.09	0.08	0.01	0.05	0.20	0.20
Crit Moves:		****		****			****				****	
Green Time:	19.6	39.8	39.8	11.3	31.6	31.6	17.2	32.3	32.3	22.6	37.6	37.6
Volume/Cap:	0.27	0.62	0.11	0.62	0.36	0.28	0.62	0.30	0.05	0.24	0.62	0.62
Delay/Veh:	43.5	33.7	27.0	58.1	35.2	34.5	51.9	34.1	31.6	40.9	35.1	35.1
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:	43.5	33.7	27.0	58.1	35.2	34.5	51.9	34.1	31.6	40.9	35.1	35.1
LOS by Move:	D	C	C	E	D	C	D	C	C	D	D	D
HCM2k95thQ:	6	22	4	10	10	8	11	9	1	6	22	22

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3496: N First St and Hedding St



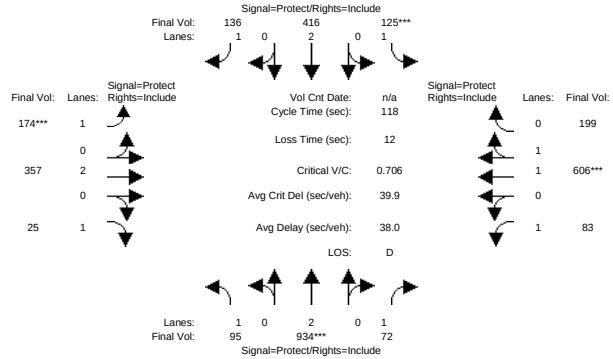
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Mar 2008 <<												
Base Vol:	61	625	56	58	302	122	142	247	21	70	501	113
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	625	56	58	302	122	142	247	21	70	501	113
Added Vol:	0	10	0	6	6	0	0	2	0	0	4	13
ATI:	17	169	11	46	62	7	16	69	2	12	66	50
Initial Fut:	78	804	67	110	370	129	158	318	23	82	571	176
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	804	67	110	370	129	158	318	23	82	571	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	804	67	110	370	129	158	318	23	82	571	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	804	67	110	370	129	158	318	23	82	571	176
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	1.52	0.48
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2828	872
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.04	0.06	0.10	0.07	0.09	0.08	0.01	0.05	0.20	0.20
Crit Moves:		****		****			****				****	
Green Time:	19.4	39.6	39.6	11.8	31.9	31.9	16.9	32.2	32.2	22.5	37.8	37.8
Volume/Cap:	0.27	0.63	0.11	0.63	0.36	0.27	0.63	0.31	0.05	0.25	0.63	0.63
Delay/Veh:	43.6	34.1	27.2	58.3	35.0	34.2	52.7	34.2	31.7	40.9	35.3	35.3
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:	43.6	34.1	27.2	58.3	35.0	34.2	52.7	34.2	31.7	40.9	35.3	35.3
LOS by Move:	D	C	C	E	D	C	D	C	C	D	D	D
HCM2k95thQ:	6	23	4	10	11	8	11	9	1	6	22	22

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3496: N First St and Hedding St



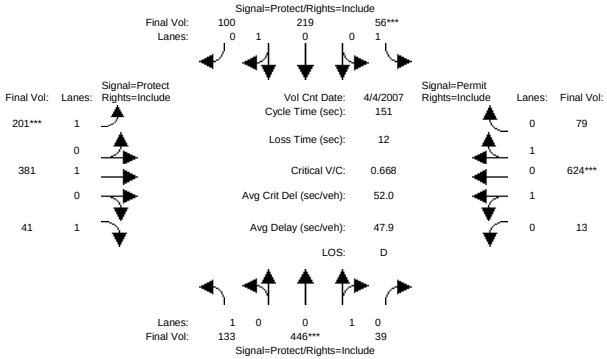
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	95	934	72	125	416	136	174	357	25	83	606	199
Growth Adj:	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:	95	934	72	125	416	136	174	357	25	83	606	199
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:	95	934	72	125	416	136	174	357	25	83	606	199
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:	95	934	72	125	416	136	174	357	25	83	606	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	934	72	125	416	136	174	357	25	83	606	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	934	72	125	416	136	174	357	25	83	606	199
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	2785	914
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.04	0.07	0.11	0.08	0.10	0.09	0.01	0.05	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	18.6	41.1	41.1	11.9	34.4	34.4	16.6	32.5	32.5	20.5	36.4	36.4
Volume/Cap:	0.34	0.71	0.12	0.71	0.38	0.27	0.71	0.34	0.05	0.27	0.71	0.71
Delay/Veh:	45.0	35.0	26.2	63.6	33.5	32.4	57.4	34.4	31.5	42.8	38.1	38.1
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:	45.0	35.0	26.2	63.6	33.5	32.4	57.4	34.4	31.5	42.8	38.1	38.1
LOS by Move:	D	D	C	E	C	C	E	C	C	D	D	D
HCM2k95thQ:	7	27	4	12	12	8	13	10	1	6	25	25

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3519: N First St and Taylor St (P)



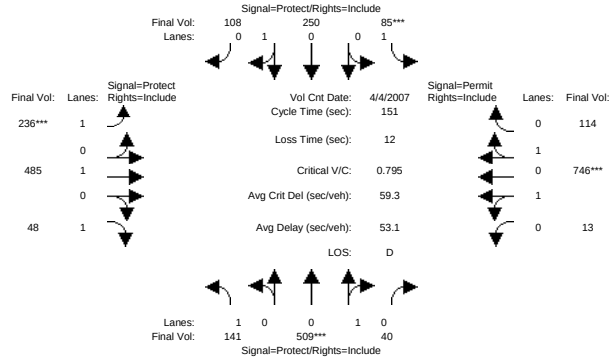
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 7:45-8:45AM																
Base Vol:	133	446		39	56	219		100	201	381		41	13	624		79
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	446		39	56	219		100	201	381		41	13	624		79
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	446		39	56	219		100	201	381		41	13	624		79
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	446		39	56	219		100	201	381		41	13	624		79
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	133	446		39	56	219		100	201	381		41	13	624		79
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	133	446		39	56	219		100	201	381		41	13	624		79
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	0.92		0.08	1.00	0.69		0.31	1.00	1.00		1.00	0.04	1.74		0.22
Final Sat.:	1750	1655		145	1750	1236		564	1750	1900		1750	65	3137		397
Capacity Analysis Module:																
Vol/Sat:	0.08	0.27		0.27	0.03	0.18		0.18	0.11	0.20		0.02	0.20	0.20		0.20
Crit Moves:		****			****				****					****		
Green Time:	20.4	60.9		60.9	7.2	47.7		47.7	26.0	70.9		70.9	44.9	44.9		44.9
Volume/Cap:	0.56	0.67		0.67	0.67	0.56		0.56	0.67	0.43		0.05	0.67	0.67		0.67
Delay/Veh:	70.4	41.7		41.7	105.8	46.9		46.9	69.7	28.1		21.9	49.8	49.8		49.8
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:	70.4	41.7		41.7	105.8	46.9		46.9	69.7	28.1		21.9	49.8	49.8		49.8
LOS by Move:	E	D		D	F	D		D	E	C		C	D	D		D
HCM2k95thQ:	13	32		32	8	22		22	17	20		3	26	26		26

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3519: N First St and Taylor St (P)



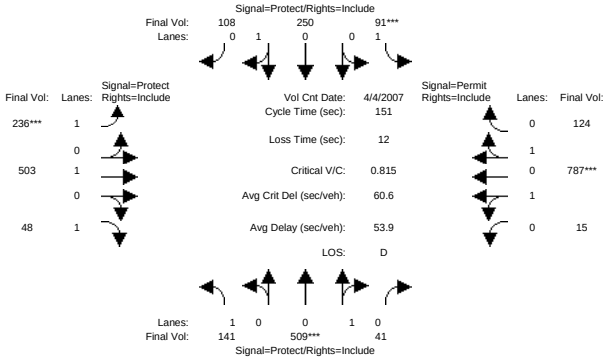
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 7:45-8:45AM																
Base Vol:	133	446		39	56	219		100	201	381		41	13	624		79
Growth Adj:	1.01	1.01		1.01	1.00	1.00		1.00	1.05	1.05		1.05	1.02	1.02		1.02
Initial Bse:	134	450		39	56	220		100	211	401		43	13	638		81
Added Vol:	0	0		0	0	0		0	0	1		0	0	0		0
ATI:	7	59		1	29	30		8	25	83		5	0	108		33
Initial Fut:	141	509		40	85	250		108	236	485		48	13	746		114
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	141	509		40	85	250		108	236	485		48	13	746		114
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	141	509		40	85	250		108	236	485		48	13	746		114
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	141	509		40	85	250		108	236	485		48	13	746		114
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	0.70		0.30	1.00	1.00		1.00	0.03	1.71		0.26
Final Sat.:	1750	1668		132	1750	1255		545	1750	1900		1750	55	3076		469
Capacity Analysis Module:																
Vol/Sat:	0.08	0.31		0.31	0.05	0.20		0.20	0.14	0.26		0.03	0.24	0.24		0.24
Crit Moves:		****			****				****					****		
Green Time:	19.4	58.0		58.0	9.2	47.9		47.9	25.7	71.7		71.7	46.1	46.1		46.1
Volume/Cap:	0.63	0.79		0.79	0.79	0.63		0.63	0.79	0.54		0.06	0.79	0.79		0.79
Delay/Veh:	74.9	50.4		50.4	114.0	49.2		49.2	79.5	30.2		21.5	54.1	54.1		54.1
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:	74.9	50.4		50.4	114.0	49.2		49.2	79.5	30.2		21.5	54.1	54.1		54.1
LOS by Move:	E	D		D	F	D		D	E	C		C	D	D		D
HCM2k95thQ:	14	40		40	11	25		25	21	26		3	34	34		34

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3519: N First St and Taylor St (P)

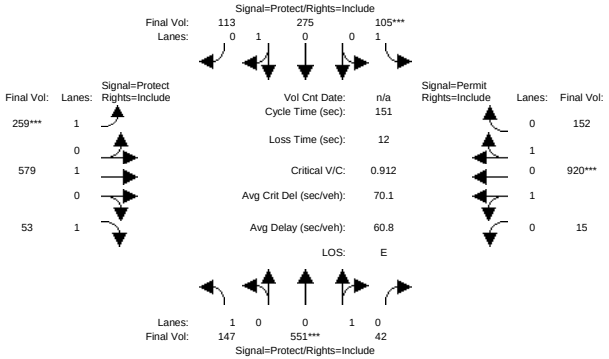



```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7  10  10      7  10  10      7  10  10      10  10  10
Y+R:          4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Apr 2007 << 7:45-8:45AM
Base Vol:     133 446  39     56 219 100    201 381  41     13 624  79
Growth Adj:  1.01 1.01 1.01  1.00 1.00 1.00  1.05 1.05 1.05  1.02 1.02 1.02
Initial Bse:  134 450  39     56 220 100    211 401  43     13 638  81
Added Vol:      0   0   1      6   0   0      0  19   0      2  41  10
ATI:            7  59   1     29  30   8     25  83   5      0 108  33
Initial Fut:  141 509  41     91 250 108    236 503  48     15 787 124
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   141 509  41     91 250 108    236 503  48     15 787 124
Reduct Vol:     0   0   0      0   0   0      0   0   0      0   0   0
Reduced Vol:  141 509  41     91 250 108    236 503  48     15 787 124
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  141 509  41     91 250 108    236 503  48     15 787 124
------------|---------------||---------------||---------------||---------------|
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 0.92 0.08  1.00 0.70 0.30  1.00 1.00 1.00  0.03 1.70 0.27
Final Sat.:  1750 1665  135  1750 1255  545  1750 1900 1750    59 3059 481
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.31 0.31  0.05 0.20 0.20  0.14 0.26 0.03  0.26 0.26 0.26
Crit Moves:          ****         ****         ****         ****
Green Time:  19.1 56.7 56.7   9.7 47.2 47.2  25.0 72.7 72.7  47.7 47.7 47.7
Volume/Cap:  0.64 0.82 0.82  0.82 0.64 0.64  0.82 0.55 0.06  0.82 0.82 0.82
Delay/Veh:   75.8 52.9 52.9 115.6 50.0 50.0  82.5 30.0 21.0  54.1 54.1 54.1
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:  75.8 52.9 52.9 115.6 50.0 50.0  82.5 30.0 21.0  54.1 54.1 54.1
LOS by Move:    E    D    D     F    D    D     F    C    C     D    D    D
HCM2k95thQ:    14   41   41    12   25   25    21   27    3    36   36   36
Note: Queue reported is the number of cars per lane.
```


Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3519: N First St and Taylor St (P)

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Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7  10  10      7  10  10      7  10  10      10  10  10
Y+R:          4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:7:45-8:45AM
Base Vol:     147 551  42    105 275 113    259 579  53     15 920 152
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:  147 551  42    105 275 113    259 579  53     15 920 152
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:  147 551  42    105 275 113    259 579  53     15 920 152
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 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:   147 551  42    105 275 113    259 579  53     15 920 152
Reduct Vol:     0   0   0      0   0   0      0   0   0      0   0   0
Reduced Vol:  147 551  42    105 275 113    259 579  53     15 920 152
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  147 551  42    105 275 113    259 579  53     15 920 152
------------|---------------||---------------||---------------||---------------|
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 0.71 0.29  1.00 1.00 1.00  0.03 1.69 0.28
Final Sat.:  1750 1673  127  1750 1276  524  1750 1900 1750    50 3047 503
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.33 0.33  0.06 0.22 0.22  0.15 0.30 0.03  0.30 0.30 0.30
Crit Moves:          ****         ****         ****         ****
Green Time:  18.1 54.6 54.6   9.9 46.4 46.4  24.5 74.5 74.5  50.0 50.0 50.0
Volume/Cap:  0.70 0.91 0.91  0.91 0.70 0.70  0.91 0.62 0.06  0.91 0.91 0.91
Delay/Veh:   81.7 65.2 65.2 132.8 53.4 53.4  97.1 30.9 20.1  60.4 60.4 60.4
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:  81.7 65.2 65.2 132.8 53.4 53.4  97.1 30.9 20.1  60.4 60.4 60.4
LOS by Move:    F    E    E     F    D    D     F    C    C     E    E    E
HCM2k95thQ:    15   49   49    14   28   28    25   32    3    46   46   46
Note: Queue reported is the number of cars per lane.
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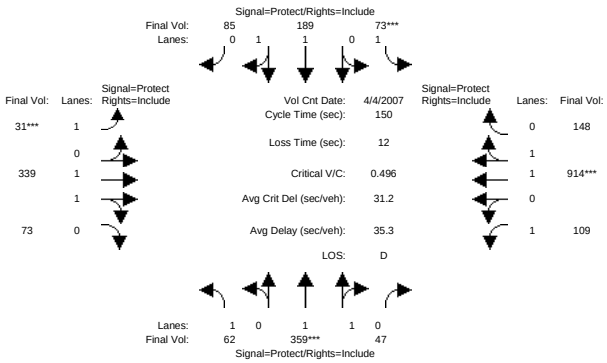
Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3534: N Fourth St and Hedding St (P)



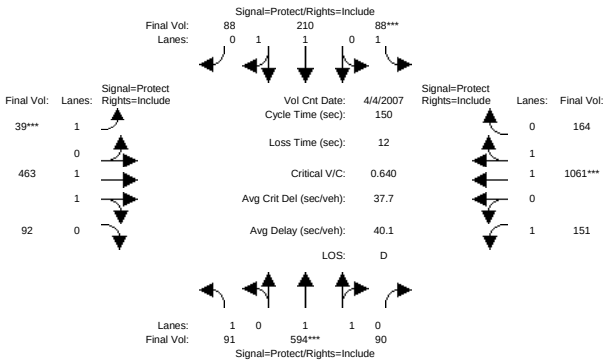
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 7:30-8:30AM																
Base Vol:	62	359		47	73	189		85	31	339		73	109	914		148
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	62	359		47	73	189		85	31	339		73	109	914		148
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	359		47	73	189		85	31	339		73	109	914		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:	62	359		47	73	189		85	31	339		73	109	914		148
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	62	359		47	73	189		85	31	339		73	109	914		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
FinalVolume:	62	359		47	73	189		85	31	339		73	109	914		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	0.99		0.95	0.92	0.98		0.95	0.92	0.98		0.95
Lanes:	1.00	1.76		0.24	1.00	1.36		0.64	1.00	1.64		0.36	1.00	1.71		0.29
Final Sat.:	1750	3271		428	1750	2551		1147	1750	3044		655	1750	3184		516
Capacity Analysis Module:																
Vol/Sat:	0.04	0.11		0.11	0.04	0.07		0.07	0.02	0.11		0.11	0.06	0.29		0.29
Crit Moves:		****			****				****					****		
Green Time:	17.5	32.8		32.8	12.5	27.8		27.8	7.0	59.5		59.5	33.3	85.8		85.8
Volume/Cap:	0.30	0.50		0.50	0.50	0.40		0.40	0.38	0.28		0.28	0.28	0.50		0.50
Delay/Veh:	61.5	51.9		51.9	68.6	54.2		54.2	72.3	30.8		30.8	48.8	19.5		19.5
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:	61.5	51.9		51.9	68.6	54.2		54.2	72.3	30.8		30.8	48.8	19.5		19.5
LOS by Move:	E	D		D	E	D		D	E	C		C	D	B		B
HCM2k95thQ:	6	16		16	8	11		11	4	12		12	9	26		26

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3534: N Fourth St and Hedding St (P)



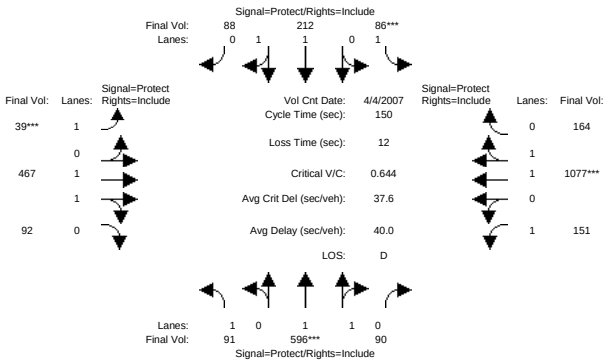
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 7:30-8:30AM																
Base Vol:	62	359		47	73	189		85	31	339		73	109	914		148
Growth Adj:	1.30	1.30		1.30	1.00	1.00		1.00	1.09	1.09		1.09	1.05	1.05		1.05
Initial Bse:	80	465		61	73	189		85	34	371		80	115	964		156
Added Vol:	0	0		0	0	0		0	0	1		0	0	0		0
ATI:	11	129		29	15	21		3	5	91		12	36	97		8
Initial Fut:	91	594		90	88	210		88	39	463		92	151	1061		164
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	91	594		90	88	210		88	39	463		92	151	1061		164
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	91	594		90	88	210		88	39	463		92	151	1061		164
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	91	594		90	88	210		88	39	463		92	151	1061		164
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	1.73		0.27	1.00	1.39		0.61	1.00	1.66		0.34	1.00	1.72		0.28
Final Sat.:	1750	3213		486	1750	2606		1092	1750	3087		613	1750	3204		496
Capacity Analysis Module:																
Vol/Sat:	0.05	0.18		0.18	0.05	0.08		0.08	0.02	0.15		0.15	0.09	0.33		0.33
Crit Moves:		****			****				****					****		
Green Time:	21.4	42.8		42.8	11.7	33.1		33.1	7.0	53.1		53.1	30.5	76.6		76.6
Volume/Cap:	0.37	0.65		0.65	0.65	0.37		0.37	0.48	0.42		0.42	0.42	0.65		0.65
Delay/Veh:	59.1	48.4		48.4	77.7	49.9		49.9	74.0	37.1		37.1	52.9	27.7		27.7
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:	59.1	48.4		48.4	77.7	49.9		49.9	74.0	37.1		37.1	52.9	27.7		27.7
LOS by Move:	E	D		D	E	D		D	E	D		D	D	C		C
HCM2k95thQ:	8	26		26	10	12		12	5	18		18	13	35		35

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3534: N 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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 4 Apr 2007 << 7:30-8:30AM																
Base Vol:	62	359	47		73	189	85		31	339	73		109	914	148	
Growth Adj:	1.30	1.30	1.30		1.00	1.00	1.00		1.09	1.09	1.09		1.05	1.05	1.05	
Initial Bse:	80	465	61		73	189	85		34	371	80		115	964	156	
Added Vol:	0	2	0		-2	2	0		0	5	0		0	16	0	
ATI:	11	129	29		15	21	3		5	91	12		36	97	8	
Initial Fut:	91	596	90		86	212	88		39	467	92		151	1077	164	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	91	596	90		86	212	88		39	467	92		151	1077	164	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	91	596	90		86	212	88		39	467	92		151	1077	164	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	91	596	90		86	212	88		39	467	92		151	1077	164	
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	1.73	0.27		1.00	1.40	0.60		1.00	1.66	0.34		1.00	1.73	0.27	
Final Sat.:	1750	3215	485		1750	2614	1085		1750	3091	608		1750	3210	489	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.19	0.19		0.05	0.08	0.08		0.02	0.15	0.15		0.09	0.34	0.34	
Crit Moves:		****			****				****					****		
Green Time:	21.1	42.6	42.6		11.3	32.8	32.8		7.0	53.5	53.5		30.6	77.1	77.1	
Volume/Cap:	0.37	0.65	0.65		0.65	0.37	0.37		0.48	0.42	0.42		0.42	0.65	0.65	
Delay/Veh:	59.4	48.7	48.7		78.6	50.1	50.1		74.0	36.8	36.8		52.9	27.5	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:	59.4	48.7	48.7		78.6	50.1	50.1		74.0	36.8	36.8		52.9	27.5	27.5	
LOS by Move:	E	D	D		E	D	D		E	D	D		D	C	C	
HCM2k95thQ:	9	26	26		10	12	12		5	18	18		13	36	36	

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

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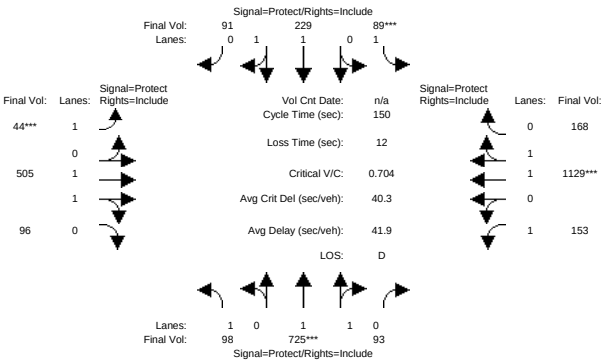
Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3534: N 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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:7:30-8:30AM																
Base Vol:	98	725	93		89	229	91		44	505	96		153	1129	168	
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:	98	725	93		89	229	91		44	505	96		153	1129	168	
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:	98	725	93		89	229	91		44	505	96		153	1129	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	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:	98	725	93		89	229	91		44	505	96		153	1129	168	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	98	725	93		89	229	91		44	505	96		153	1129	168	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	98	725	93		89	229	91		44	505	96		153	1129	168	
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	1.42	0.58		1.00	1.67	0.33		1.00	1.73	0.27	
Final Sat.:	1750	3279	421		1750	2647	1052		1750	3109	591		1750	3220	479	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.22	0.22		0.05	0.09	0.09		0.03	0.16	0.16		0.09	0.35	0.35	
Crit Moves:		****			****				****					****		
Green Time:	22.5	46.5	46.5		10.7	34.7	34.7		7.0	52.5	52.5		28.3	73.8	73.8	
Volume/Cap:	0.37	0.71	0.71		0.71	0.37	0.37		0.54	0.46	0.46		0.46	0.71	0.71	
Delay/Veh:	58.3	48.0	48.0		85.7	48.8	48.8		76.9	38.1	38.1		55.2	31.2	31.2	
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	48.0	48.0		85.7	48.8	48.8		76.9	38.1	38.1		55.2	31.2	31.2	
LOS by Move:	E	D	D		F	D	D		E	D	D		E	C	C	
HCM2k95thQ:	9	31	31		11	12	12		6	20	20		13	40	40	

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

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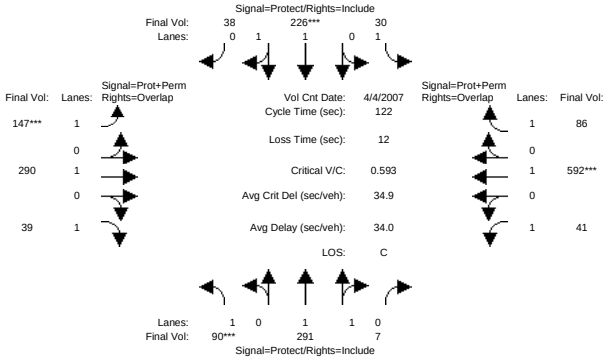
Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3544: N Fourth St and Taylor St



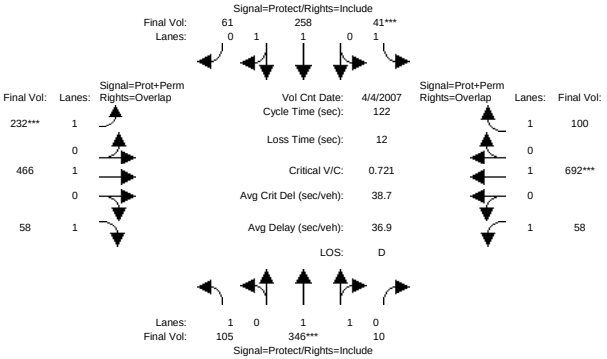
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 7:30-8:30AM																
Base Vol:	90	291		7	30	226		38	147	290		39	41	592		86
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:	90	291		7	30	226		38	147	290		39	41	592		86
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:	90	291		7	30	226		38	147	290		39	41	592		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:	90	291		7	30	226		38	147	290		39	41	592		86
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	90	291		7	30	226		38	147	290		39	41	592		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
FinalVolume:	90	291		7	30	226		38	147	290		39	41	592		86
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.00	1.95	0.05	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.00	1.00				
Final Sat.:	1750	3613	87	1750	3167	533	1750	1900	1750	1750	1900	1750				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.08	0.08	0.02	0.07	0.07	0.00	0.15	0.02	0.00	0.31	0.05				
Crit Moves:	****				****		****				****					
Green Time:	10.9	15.3	15.3	10.7	15.1	15.1	17.8	61.0	71.9	22.9	66.1	76.8				
Volume/Cap:	0.57	0.64	0.64	0.19	0.57	0.57	0.57	0.31	0.04	0.12	0.57	0.08				
Delay/Veh:	58.5	53.7	53.7	52.2	52.2	52.2	51.7	18.2	10.5	41.4	19.4	8.8				
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:	58.5	53.7	53.7	52.2	52.2	52.2	51.7	18.2	10.5	41.4	19.4	8.8				
LOS by Move:	E	D	D	D	D	D	D	B	B	D	B	A				
HCM2k95thQ:	9	12	12	3	11	11	12	12	1	3	26	3				

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3544: N Fourth St and Taylor St



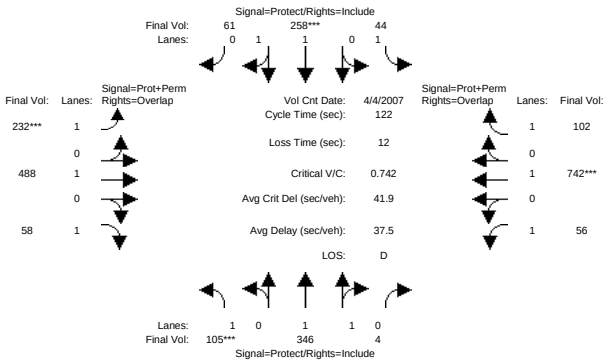
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 7:30-8:30AM																
Base Vol:	90	291		7	30	226		38	147	290		39	41	592		86
Growth Adj:	1.16	1.16		1.16	1.01	1.01		1.01	1.13	1.13		1.13	1.03	1.03		1.03
Initial Bse:	104	336		8	30	229		39	166	327		44	42	612		89
Added Vol:	0	0		1	0	0		0	0	2		0	0	1		0
ATI:	1	10		1	11	29		22	66	137		14	16	79		11
Initial Fut:	105	346		10	41	258		61	232	466		58	58	692		100
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	105	346		10	41	258		61	232	466		58	58	692		100
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	105	346		10	41	258		61	232	466		58	58	692		100
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	105	346		10	41	258		61	232	466		58	58	692		100
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.00	1.94	0.06	1.00	1.61	0.39	1.00	1.00	1.00	1.00	1.00	1.00				
Final Sat.:	1750	3595	105	1750	2997	703	1750	1900	1750	1750	1900	1750				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.10	0.10	0.02	0.09	0.09	0.00	0.25	0.03	0.00	0.36	0.06				
Crit Moves:		****		****			****				****					
Green Time:	9.7	16.7	16.7	7.0	14.0	14.0	23.0	69.9	79.7	16.4	63.3	70.3				
Volume/Cap:	0.75	0.70	0.70	0.41	0.75	0.75	0.70	0.43	0.05	0.25	0.70	0.10				
Delay/Veh:	75.2	54.7	54.7	58.3	59.7	59.7	53.0	15.0	7.6	47.9	24.5	11.7				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	75.2	54.7	54.7	58.3	59.7	59.7	53.0	15.0	7.6	47.9	24.5	11.7				
LOS by Move:	E	D	D	E	E	E	D	B	A	D	C	B				
HCM2k95thQ:	11	15	15	4	14	14	18	18	2	4	33	4				

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3544: N Fourth St and Taylor St

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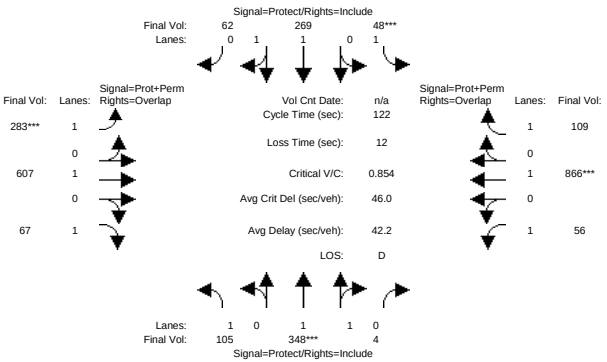
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7  10  10     7  10  10     7  10  10     7  10  10
Y+R:          4.0 4.0 4.0   4.0 4.0 4.0   4.0 4.0 4.0   4.0 4.0 4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Apr 2007 << 7:30-8:30AM
Base Vol:      90 291   7    30 226  38   147 290  39    41 592  86
Growth Adj:  1.16 1.16 1.16 1.01 1.01 1.01 1.13 1.13 1.13 1.03 1.03 1.03
Initial Bse: 104 336   8    30 229  39   166 327  44    42 612  89
Added Vol:     0   0  -5     3   0   0     0  24   0    -2  51   2
ATI:           1  10   1    11  29  22    66 137  14    16  79  11
Initial Fut: 105 346   4    44 258  61   232 488  58    56 742 102
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:  105 346   4    44 258  61   232 488  58    56 742 102
Reduct Vol:    0   0   0     0   0   0     0   0   0     0   0   0
Reduced Vol: 105 346   4    44 258  61   232 488  58    56 742 102
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
FinalVolume: 105 346   4    44 258  61   232 488  58    56 742 102
------------|---------------||---------------||---------------||---------------|
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 0.98 0.95 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:       1.00 1.98 0.02 1.00 1.61 0.39 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.:  1750 3657   43 1750 2997  703 1750 1900 1750 1750 1900 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.09 0.09 0.03 0.09 0.09 0.00 0.26 0.03 0.00 0.39 0.06
Crit Moves:  ****           ****      ****           ****
Green Time:   9.9 15.0 15.0  9.1 14.2 14.2 21.8 70.3 80.1 15.7 64.2 73.3
Volume/Cap:  0.74 0.77 0.77 0.34 0.74 0.74 0.74 0.45 0.05 0.25 0.74 0.10
Delay/Veh:   73.7 59.8 59.8 55.2 59.0 59.0 56.7 15.1  7.4 48.4 25.5 10.4
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:  73.7 59.8 59.8 55.2 59.0 59.0 56.7 15.1  7.4 48.4 25.5 10.4
LOS by Move:    E    E    E    E    E    E    E    B    A    D    C    B
HCM2k95thQ:    11   16   16    4   14   14   19   19    2    4   37    3
Note: Queue reported is the number of cars per lane.
```


Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3544: N Fourth St and Taylor St

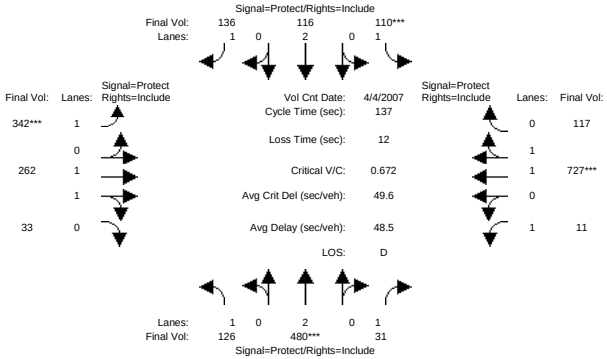



```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7  10  10     7  10  10     7  10  10     7  10  10
Y+R:          4.0 4.0 4.0   4.0 4.0 4.0   4.0 4.0 4.0   4.0 4.0 4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:7:30-8:30AM
Base Vol:     105 348   4    48 269  62   283 607  67    56 866 109
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: 105 348   4    48 269  62   283 607  67    56 866 109
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: 105 348   4    48 269  62   283 607  67    56 866 109
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:  105 348   4    48 269  62   283 607  67    56 866 109
Reduct Vol:    0   0   0     0   0   0     0   0   0     0   0   0
Reduced Vol: 105 348   4    48 269  62   283 607  67    56 866 109
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 105 348   4    48 269  62   283 607  67    56 866 109
------------|---------------||---------------||---------------||---------------|
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 0.98 0.95 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:       1.00 1.98 0.02 1.00 1.62 0.38 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.:  1750 3658   42 1750 3006  693 1750 1900 1750 1750 1900 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.10 0.10 0.03 0.09 0.09 0.00 0.32 0.04 0.00 0.46 0.06
Crit Moves:       ****      ****           ****           ****
Green Time:   8.3 13.8 13.8  7.0 12.4 12.4 23.4 75.7 84.0 13.6 65.9 72.9
Volume/Cap:  0.88 0.84 0.84 0.48 0.88 0.88 0.84 0.52 0.06 0.29 0.84 0.10
Delay/Veh:  103.5 67.6 67.6 59.3 74.4 74.4 65.0 13.3  6.2 50.6 30.2 10.6
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: 103.5 67.6 67.6 59.3 74.4 74.4 65.0 13.3  6.2 50.6 30.2 10.6
LOS by Move:    F    E    E    E    E    E    E    B    A    D    C    B
HCM2k95thQ:    13   17   17    5   17   17   24   23    2    4   46    4
Note: Queue reported is the number of cars per lane.
```

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3576: N Thirteenth St and Hedding St (P)



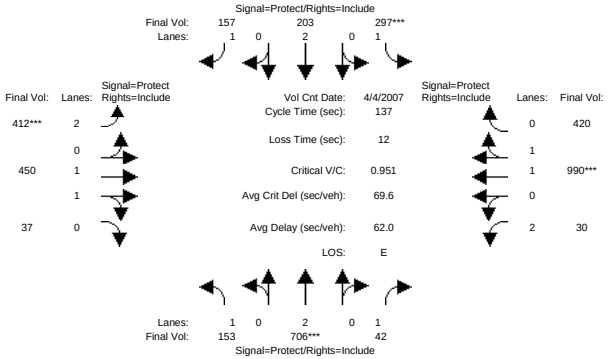
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 7:30-8:30AM																
Base Vol:	126	480		31	110	116		136	342	262		33	11	727		117
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	126	480		31	110	116		136	342	262		33	11	727		117
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:	126	480		31	110	116		136	342	262		33	11	727		117
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	126	480		31	110	116		136	342	262		33	11	727		117
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	126	480		31	110	116		136	342	262		33	11	727		117
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	126	480		31	110	116		136	342	262		33	11	727		117
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	1.77		0.23	1.00	1.72		0.28
Final Sat.:	1750	3800		1750	1750	3800		1750	1750	3286		414	1750	3187		513
Capacity Analysis Module:																
Vol/Sat:	0.07	0.13		0.02	0.06	0.03		0.08	0.20	0.08		0.08	0.01	0.23		0.23
Crit Moves:		****			****				****					****		
Green Time:	18.6	25.8		25.8	12.8	20.0		20.0	39.9	52.7		52.7	33.7	46.5		46.5
Volume/Cap:	0.53	0.67		0.09	0.67	0.21		0.53	0.67	0.21		0.21	0.03	0.67		0.67
Delay/Veh:	63.5	56.7		46.5	79.9	52.4		61.8	49.7	28.5		28.5	39.3	41.6		41.6
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:	63.5	56.7		46.5	79.9	52.4		61.8	49.7	28.5		28.5	39.3	41.6		41.6
LOS by Move:	E	E		D	E	D		E	D	C		C	D	D		D
HCM2k95thQ:	11	18		3	12	5		12	24	8		8	1	26		26

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3576: N Thirteenth St and Hedding St (P)



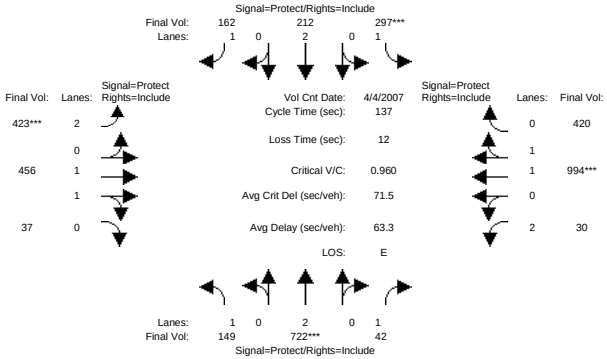
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 7:30-8:30AM																
Base Vol:	126	480		31	110	116		136	342	262		33	11	727		117
Growth Adj:	1.05	1.05		1.05	1.05	1.05		1.05	1.10	1.10		1.10	1.09	1.09		1.09
Initial Bse:	133	506		33	115	122		143	377	289		36	12	794		128
Added Vol:	1	0		0	0	0		1	0	0		0	0	0		0
ATI:	19	200		9	182	81		13	35	161		1	18	196		292
Initial Fut:	153	706		42	297	203		157	412	450		37	30	990		420
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:	153	706		42	297	203		157	412	450		37	30	990		420
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	153	706		42	297	203		157	412	450		37	30	990		420
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	153	706		42	297	203		157	412	450		37	30	990		420
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	1.84		0.16	2.00	1.39		0.61
Final Sat.:	1750	3800		1750	1750	3800		1750	3150	3416		284	3150	2597		1101
Capacity Analysis Module:																
Vol/Sat:	0.09	0.19		0.02	0.17	0.05		0.09	0.13	0.13		0.13	0.01	0.38		0.38
Crit Moves:		****			****				****					****		
Green Time:	25.3	26.8		26.8	24.5	26.0		26.0	18.8	53.1		53.1	20.6	54.9		54.9
Volume/Cap:	0.47	0.95		0.12	0.95	0.28		0.47	0.95	0.34		0.34	0.06	0.95		0.95
Delay/Veh:	54.8	77.5		46.2	95.4	48.5		54.2	91.1	30.2		30.2	50.2	54.0		54.0
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:	54.8	77.5		46.2	95.4	48.5		54.2	91.1	30.2		30.2	50.2	54.0		54.0
LOS by Move:	D	E		D	F	D		D	F	C		C	D	D		D
HCM2k95thQ:	12	31		4	29	8		12	21	13		13	2	55		55

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3576: N Thirteenth St and Hedding St (P)



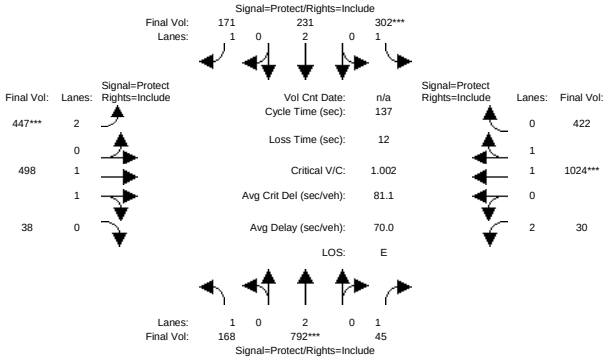
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 7:30-8:30AM																
Base Vol:	126	480		31	110	116		136	342	262		33	11	727		117
Growth Adj:	1.05	1.05		1.05	1.05	1.05		1.05	1.10	1.10		1.10	1.09	1.09		1.09
Initial Bse:	133	506		33	115	122		143	377	289		36	12	794		128
Added Vol:	-3	16		0	0	9		6	11	6		0	0	4		0
ATI:	19	200		9	182	81		13	35	161		1	18	196		292
Initial Fut:	149	722		42	297	212		162	423	456		37	30	994		420
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:	149	722		42	297	212		162	423	456		37	30	994		420
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	149	722		42	297	212		162	423	456		37	30	994		420
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	149	722		42	297	212		162	423	456		37	30	994		420
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	1.84		0.16	2.00	1.39		0.61
Final Sat.:	1750	3800		1750	1750	3800		1750	3150	3419		280	3150	2600		1098
Capacity Analysis Module:																
Vol/Sat:	0.08	0.19		0.02	0.17	0.06		0.09	0.13	0.13		0.13	0.01	0.38		0.38
Crit Moves:		****			****				****					****		
Green Time:	24.6	27.1		27.1	24.2	26.7		26.7	19.1	53.2		53.2	20.4	54.5		54.5
Volume/Cap:	0.47	0.96		0.12	0.96	0.29		0.47	0.96	0.34		0.34	0.06	0.96		0.96
Delay/Veh:	55.4	78.9		45.9	97.9	47.9		53.5	92.6	30.2		30.2	50.3	55.9		55.9
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	55.4	78.9		45.9	97.9	47.9		53.5	92.6	30.2		30.2	50.3	55.9		55.9
LOS by Move:	E	E		D	F	D		D	F	C		C	D	E		E
HCM2k95thQ:	12	32		4	29	8		13	22	13		13	2	56		56

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3576: N Thirteenth St and Hedding St (P)



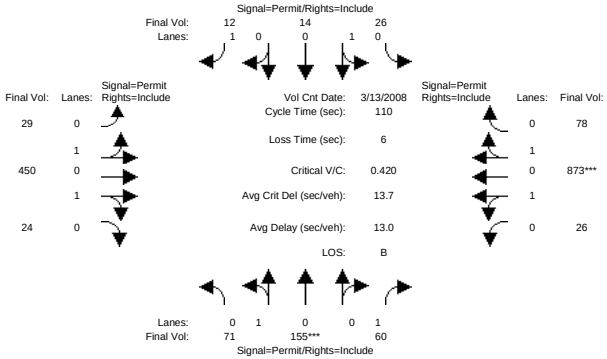
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:7:30-8:30AM																
Base Vol:	168	792		45	302	231		171	447	498		38	30	1024		422
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:	168	792		45	302	231		171	447	498		38	30	1024		422
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:	168	792		45	302	231		171	447	498		38	30	1024		422
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:	168	792		45	302	231		171	447	498		38	30	1024		422
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	168	792		45	302	231		171	447	498		38	30	1024		422
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	168	792		45	302	231		171	447	498		38	30	1024		422
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	1.85		0.15	2.00	1.40		0.60
Final Sat.:	1750	3800		1750	1750	3800		1750	3150	3437		262	3150	2619		1079
Capacity Analysis Module:																
Vol/Sat:	0.10	0.21		0.03	0.17	0.06		0.10	0.14	0.14		0.14	0.01	0.39		0.39
Crit Moves:		****			****				****					****		
Green Time:	25.8	28.5		28.5	23.6	26.3		26.3	19.4	53.9		53.9	19.0	53.5		53.5
Volume/Cap:	0.51	1.00		0.12	1.00	0.32		0.51	1.00	0.37		0.37	0.07	1.00		1.00
Delay/Veh:	55.4	86.6		44.8	108.9	48.8		55.0	101.8	30.2		30.2	51.6	65.8		65.8
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:	55.4	86.6		44.8	108.9	48.8		55.0	101.8	30.2		30.2	51.6	65.8		65.8
LOS by Move:	E	F		D	F	D		E	F	C		C	D	E		E
HCM2k95thQ:	13	36		4	31	9		13	24	14		14	2	61		61

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3580: N Seventh St and Hedding St



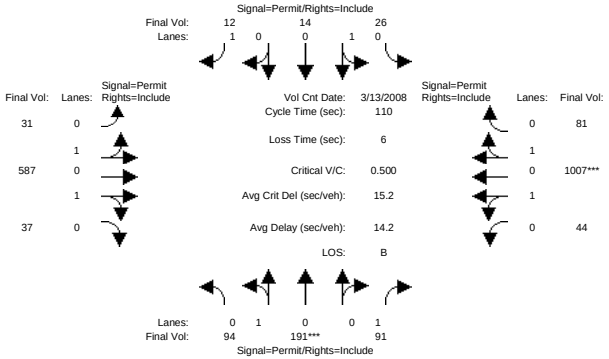
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Mar 2008 <<												
Base Vol:	71	155	60	26	14	12	29	450	24	26	873	78
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:	71	155	60	26	14	12	29	450	24	26	873	78
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:	71	155	60	26	14	12	29	450	24	26	873	78
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:	71	155	60	26	14	12	29	450	24	26	873	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	155	60	26	14	12	29	450	24	26	873	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	155	60	26	14	12	29	450	24	26	873	78
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:	0.31	0.69	1.00	0.65	0.35	1.00	0.11	1.79	0.10	0.05	1.79	0.16
Final Sat.:	565	1235	1750	1170	630	1750	208	3221	172	96	3217	287
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.03	0.02	0.02	0.01	0.14	0.14	0.14	0.27	0.27	0.27
Crit Moves:		****									****	
Green Time:	32.9	32.9	32.9	32.9	32.9	32.9	71.1	71.1	71.1	71.1	71.1	71.1
Volume/Cap:	0.42	0.42	0.11	0.07	0.07	0.02	0.22	0.22	0.22	0.42	0.42	0.42
Delay/Veh:	31.4	31.4	28.1	27.7	27.7	27.2	8.0	8.0	8.0	9.6	9.6	9.6
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:	31.4	31.4	28.1	27.7	27.7	27.2	8.0	8.0	8.0	9.6	9.6	9.6
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	13	13	3	2	2	1	7	7	7	15	15	15

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3580: N Seventh St and Hedding St



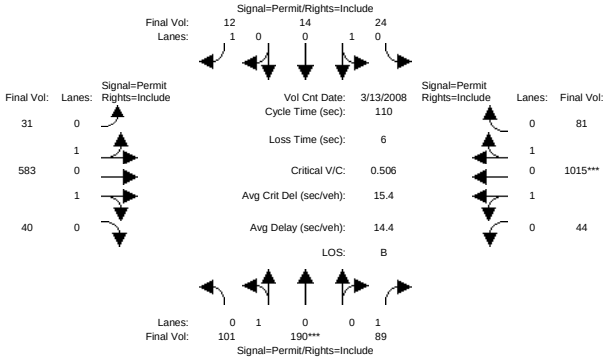
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Mar 2008 << 7:30-8:30AM												
Base Vol:	71	155	60	26	14	12	29	450	24	26	873	78
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:	77	168	65	26	14	12	31	485	26	27	906	81
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
ATI:	17	23	26	0	0	0	0	101	11	17	101	0
Initial Fut:	94	191	91	26	14	12	31	587	37	44	1007	81
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:	94	191	91	26	14	12	31	587	37	44	1007	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	191	91	26	14	12	31	587	37	44	1007	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	191	91	26	14	12	31	587	37	44	1007	81
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:	0.33	0.67	1.00	0.65	0.35	1.00	0.10	1.79	0.11	0.08	1.78	0.14
Final Sat.:	594	1206	1750	1170	630	1750	172	3226	203	140	3203	257
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.05	0.02	0.02	0.01	0.18	0.18	0.18	0.31	0.31	0.31
Crit Moves:		****									****	
Green Time:	34.8	34.8	34.8	34.8	34.8	34.8	69.2	69.2	69.2	69.2	69.2	69.2
Volume/Cap:	0.50	0.50	0.16	0.07	0.07	0.02	0.29	0.29	0.29	0.50	0.50	0.50
Delay/Veh:	31.2	31.2	27.2	26.3	26.3	25.9	9.3	9.3	9.3	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:	31.2	31.2	27.2	26.3	26.3	25.9	9.3	9.3	9.3	11.2	11.2	11.2
LOS by Move:	C	C	C	C	C	C	A	A	A	B	B	B
HCM2k95thQ:	16	16	5	2	2	1	10	10	10	18	18	18

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3580: N Seventh St and Hedding St



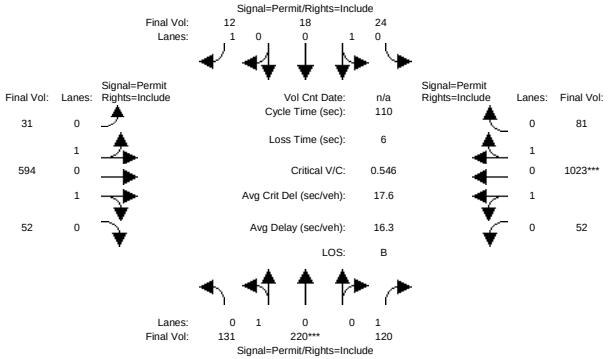
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Mar 2008 << 7:30-8:30AM												
Base Vol:	71	155	60	26	14	12	29	450	24	26	873	78
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:	77	168	65	26	14	12	31	485	26	27	906	81
Added Vol:	7	-1	-2	-2	0	0	0	-3	3	0	8	0
ATI:	17	23	26	0	0	0	0	101	11	17	101	0
Initial Fut:	101	190	89	24	14	12	31	583	40	44	1015	81
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:	101	190	89	24	14	12	31	583	40	44	1015	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	190	89	24	14	12	31	583	40	44	1015	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	190	89	24	14	12	31	583	40	44	1015	81
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:	0.35	0.65	1.00	0.63	0.37	1.00	0.10	1.78	0.12	0.08	1.78	0.14
Final Sat.:	625	1175	1750	1137	663	1750	172	3209	219	139	3205	256
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.05	0.02	0.02	0.01	0.18	0.18	0.18	0.32	0.32	0.32
Crit Moves:		****									****	
Green Time:	35.1	35.1	35.1	35.1	35.1	35.1	68.9	68.9	68.9	68.9	68.9	68.9
Volume/Cap:	0.51	0.51	0.16	0.07	0.07	0.02	0.29	0.29	0.29	0.51	0.51	0.51
Delay/Veh:	31.1	31.1	27.0	26.1	26.1	25.7	9.5	9.5	9.5	11.4	11.4	11.4
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:	31.1	31.1	27.0	26.1	26.1	25.7	9.5	9.5	9.5	11.4	11.4	11.4
LOS by Move:	C	C	C	C	C	C	A	A	A	B	B	B
HCM2k95thQ:	16	16	5	2	2	1	10	10	10	19	19	19

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3580: N Seventh St and Hedding St



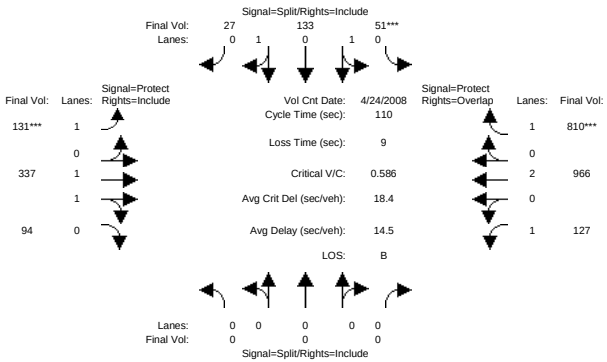
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	131	220	120	24	18	12	31	594	52	52	1023	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	220	120	24	18	12	31	594	52	52	1023	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	220	120	24	18	12	31	594	52	52	1023	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	220	120	24	18	12	31	594	52	52	1023	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	220	120	24	18	12	31	594	52	52	1023	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	220	120	24	18	12	31	594	52	52	1023	81
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:	0.37	0.63	1.00	0.57	0.43	1.00	0.09	1.76	0.15	0.09	1.77	0.14
Final Sat.:	672	1128	1750	1029	771	1750	165	3159	277	162	3186	252
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.07	0.02	0.02	0.01	0.19	0.19	0.19	0.32	0.32	0.32
Crit Moves:		****									****	
Green Time:	39.3	39.3	39.3	39.3	39.3	39.3	64.7	64.7	64.7	64.7	64.7	64.7
Volume/Cap:	0.55	0.55	0.19	0.07	0.07	0.02	0.32	0.32	0.32	0.55	0.55	0.55
Delay/Veh:	29.2	29.2	24.5	23.3	23.3	22.9	11.6	11.6	11.6	14.0	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	29.2	24.5	23.3	23.3	22.9	11.6	11.6	11.6	14.0	14.0	14.0
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2k95thQ:	19	19	6	2	2	1	12	12	12	21	21	21

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3581: N Tenth St and Hedding St (P)



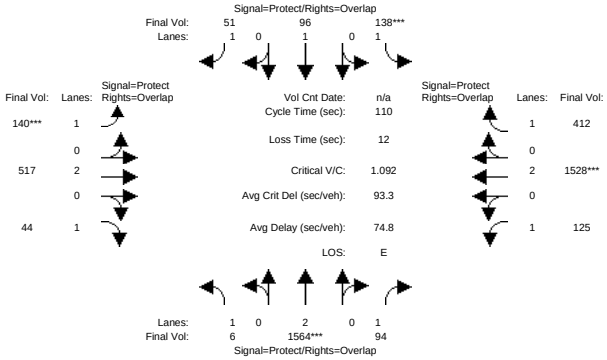
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 24 Apr 2008 << 7:30-8:30AM																
Base Vol:	0		0	0	51		133	27	131		337	94	127		966	810
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	51		133	27	131		337	94	127		966	810
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	51		133	27	131		337	94	127		966	810
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	51		133	27	131		337	94	127		966	810
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	51		133	27	131		337	94	127		966	810
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0		0	0	51		133	27	131		337	94	127		966	810
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	0.48		1.26	0.26	1.00		1.55	0.45	1.00		2.00	1.00
Final Sat.:	0		0	0	870		2269	461	1750		2892	807	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.06		0.06	0.06	0.07		0.12	0.12	0.07		0.25	0.46
Crit Moves:					****			****	****							****
Green Time:	0.0		0.0	0.0	11.0		11.0	11.0	15.1		55.5	55.5	34.5		74.9	85.9
Volume/Cap:	0.00		0.00	0.00	0.59		0.59	0.59	0.55		0.23	0.23	0.23		0.37	0.59
Delay/Veh:	0.0		0.0	0.0	49.8		49.8	49.8	46.9		15.4	15.4	28.1		7.6	5.6
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:	0.0		0.0	0.0	49.8		49.8	49.8	46.9		15.4	15.4	28.1		7.6	5.6
LOS by Move:	A		A	A	D		D	D	D		B	B	C		A	A
HCM2k95thQ:	0		0	0	7		7	7	9		8	8	7		13	22

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3581: N Tenth St and Hedding St (P)



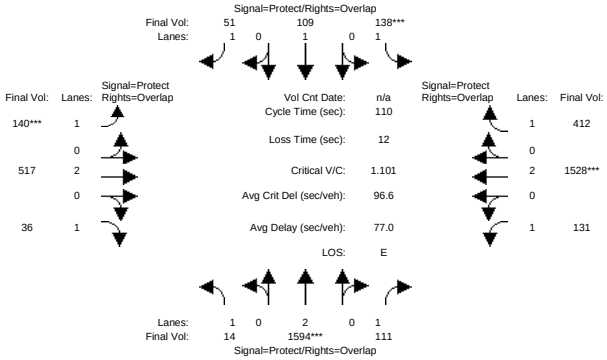
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:AM																
Base Vol:	6		1510	80	131		83	47	118		349	31	96		1287	359
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.07		1.07	1.07	1.05		1.05	1.05
Initial Bse:	6		1510	80	131		83	47	126		373	33	101		1354	378
Added Vol:	0		0	0	0		0	0	0		0	2	1		0	0
ATI:	0		54	14	7		13	4	14		144	9	23		174	34
Initial Fut:	6		1564	94	138		96	51	140		517	44	125		1528	412
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		1564	94	138		96	51	140		517	44	125		1528	412
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	6		1564	94	138		96	51	140		517	44	125		1528	412
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	6		1564	94	138		96	51	140		517	44	125		1528	412
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		0.14	0.03	0.07		0.40	0.24
Crit Moves:			****		****				****						****	
Green Time:	20.4		41.5	58.2	8.0		29.1	37.1	8.1		31.8	52.2	16.7		40.5	48.5
Volume/Cap:	0.02		1.09	0.10	1.09		0.19	0.09	1.09		0.47	0.05	0.47		1.09	0.53
Delay/Veh:	36.7		87.2	12.9	157.8		31.5	24.9	157.2		32.5	15.6	43.9		87.9	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:	36.7		87.2	12.9	157.8		31.5	24.9	157.2		32.5	15.6	43.9		87.9	23.2
LOS by Move:	D		F	B	F		C	C	F		C	B	D		F	C
HCM2k95thQ:	0		61	3	14		5	2	15		13	2	8		54	19

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3581: N Tenth St and Hedding St (P)



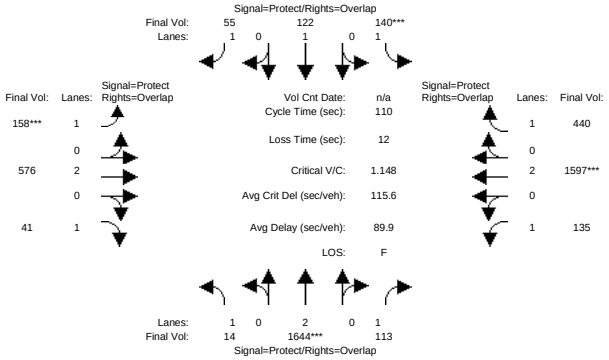
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:AM												
Base Vol:	6	1510	80	131	83	47	118	349	31	96	1287	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.07	1.07	1.05	1.05	1.05
Initial Bse:	6	1510	80	131	83	47	126	373	33	101	1354	378
Added Vol:	8	30	17	0	13	0	0	0	-6	7	0	0
ATI:	0	54	14	7	13	4	14	144	9	23	174	34
Initial Fut:	14	1594	111	138	109	51	140	517	36	131	1528	412
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	1594	111	138	109	51	140	517	36	131	1528	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1594	111	138	109	51	140	517	36	131	1528	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1594	111	138	109	51	140	517	36	131	1528	412
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	0.42	0.06	0.08	0.06	0.03	0.08	0.14	0.02	0.07	0.40	0.24
Crit Moves:		****		****			****				****	
Green Time:	20.5	41.9	59.0	7.9	29.3	37.3	8.0	31.1	51.6	17.1	40.2	48.1
Volume/Cap:	0.04	1.10	0.12	1.10	0.22	0.09	1.10	0.48	0.04	0.48	1.10	0.54
Delay/Veh:	36.7	90.2	12.7	160.9	31.6	24.8	160.4	33.1	15.9	43.7	91.5	23.6
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:	36.7	90.2	12.7	160.9	31.6	24.8	160.4	33.1	15.9	43.7	91.5	23.6
LOS by Move:	D	F	B	F	C	C	F	C	B	D	F	C
HCM2k95thQ:	1	62	4	14	5	2	15	13	1	8	54	19

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3581: N Tenth St and Hedding St (P)



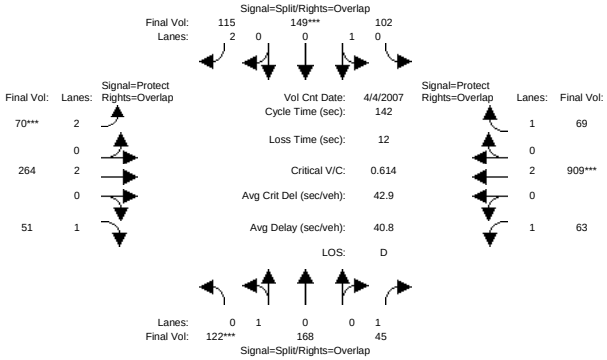
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:AM												
Base Vol:	14	1644	113	140	122	55	158	576	41	135	1597	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1644	113	140	122	55	158	576	41	135	1597	440
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1644	113	140	122	55	158	576	41	135	1597	440
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	1644	113	140	122	55	158	576	41	135	1597	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1644	113	140	122	55	158	576	41	135	1597	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1644	113	140	122	55	158	576	41	135	1597	440
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	0.43	0.06	0.08	0.06	0.03	0.09	0.15	0.02	0.08	0.42	0.25
Crit Moves:		****		****			****				****	
Green Time:	20.2	41.4	57.9	7.7	28.9	37.5	8.6	32.4	52.6	16.5	40.3	47.9
Volume/Cap:	0.04	1.15	0.12	1.15	0.24	0.09	1.15	0.51	0.05	0.51	1.15	0.58
Delay/Veh:	37.0	110	13.2	178.1	32.2	24.7	172.8	32.7	15.3	44.8	111	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:	37.0	110	13.2	178.1	32.2	24.7	172.8	32.7	15.3	44.8	111	24.5
LOS by Move:	D	F	B	F	C	C	F	C	B	D	F	C
HCM2k95thQ:	1	68	4	15	6	3	17	15	2	8	60	20

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3776: San Pedro St and Taylor St



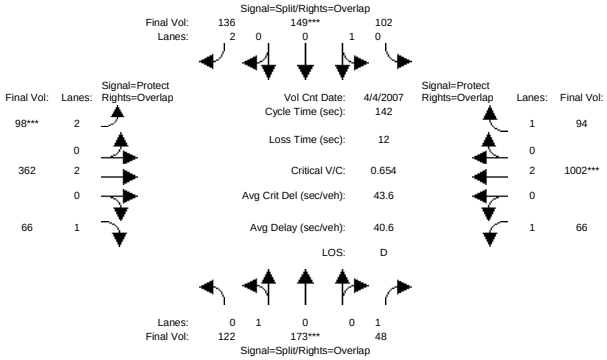
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	10	10		10	10	10		10	7	10		10	7	10		10
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 4 Apr 2007 << 7:30-8:30AM																
Base Vol:	122	168		45	102	149		115	70	264		51	63	909		69
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	122	168		45	102	149		115	70	264		51	63	909		69
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	168		45	102	149		115	70	264		51	63	909		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:	122	168		45	102	149		115	70	264		51	63	909		69
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	122	168		45	102	149		115	70	264		51	63	909		69
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	122	168		45	102	149		115	70	264		51	63	909		69
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		0.83	0.83	1.00		0.92	0.92	1.00		0.92
Lanes:	0.42	0.58		1.00	0.41	0.59		2.00	2.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	757	1043		1750	731	1069		3150	3150	3800		1750	1750	3800		1750
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16		0.03	0.14	0.14		0.04	0.02	0.07		0.03	0.04	0.24		0.04
Crit Moves:	****					****			****					****		
Green Time:	36.7	36.7		62.0	31.8	31.8		38.8	7.0	36.2		72.9	25.3	54.5		86.3
Volume/Cap:	0.62	0.62		0.06	0.62	0.62		0.13	0.45	0.27		0.06	0.20	0.62		0.06
Delay/Veh:	49.2	49.2		23.1	52.7	52.7		39.0	67.7	42.5		17.3	50.0	36.3		11.4
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:	49.2	49.2		23.1	52.7	52.7		39.0	67.7	42.5		17.3	50.0	36.3		11.4
LOS by Move:	D	D		C	D	D		D	E	D		B	D	D		B
HCM2k95thQ:	22	22		2	19	19		4	4	9		2	5	27		3

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3776: San Pedro St and Taylor St



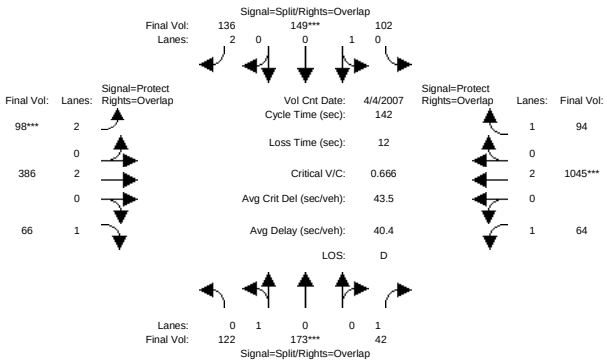
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	10	10		10	10	10		10	7	10		10	7	10		10
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 4 Apr 2007 << 7:30-8:30AM																
Base Vol:	122	168		45	102	149		115	70	264		51	63	909		69
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.14	1.14		1.14	1.02	1.02		1.02
Initial Bse:	122	168		45	102	149		115	79	300		58	64	923		70
Added Vol:	0	0		1	0	0		0	0	0		0	0	0		0
ATI:	0	5		2	0	0		21	19	62		8	2	79		24
Initial Fut:	122	173		48	102	149		136	98	362		66	66	1002		94
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	122	173		48	102	149		136	98	362		66	66	1002		94
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	122	173		48	102	149		136	98	362		66	66	1002		94
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	122	173		48	102	149		136	98	362		66	66	1002		94
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		0.83	0.83	1.00		0.92	0.92	1.00		0.92
Lanes:	0.41	0.59		1.00	0.41	0.59		2.00	2.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	744	1056		1750	731	1069		3150	3150	3800		1750	1750	3800		1750
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16		0.03	0.14	0.14		0.04	0.03	0.10		0.04	0.04	0.26		0.05
Crit Moves:		****				****			****					****		
Green Time:	35.6	35.6		57.5	30.2	30.2		37.2	7.0	42.3		77.9	21.9	57.2		87.4
Volume/Cap:	0.65	0.65		0.07	0.65	0.65		0.16	0.63	0.32		0.07	0.24	0.65		0.09
Delay/Veh:	51.2	51.2		25.9	55.2	55.2		40.5	74.6	38.8		15.1	53.3	35.4		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:	51.2	51.2		25.9	55.2	55.2		40.5	74.6	38.8		15.1	53.3	35.4		11.1
LOS by Move:	D	D		C	E	E		D	E	D		B	D	D		B
HCM2k95thQ:	23	23		3	19	19		5	5	11		3	5	29		3

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3776: San Pedro St and Taylor St



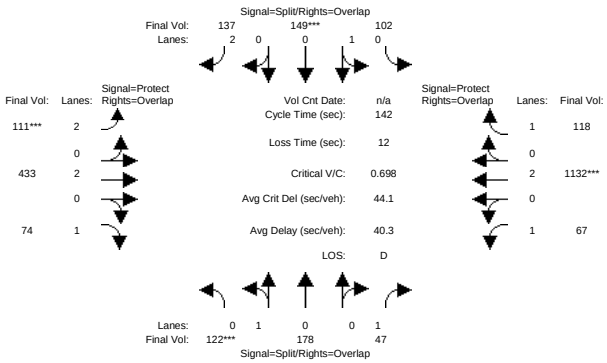
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 7:30-8:30AM												
Base Vol:	122	168	45	102	149	115	70	264	51	63	909	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.14	1.14	1.02	1.02	1.02
Initial Bse:	122	168	45	102	149	115	79	300	58	64	923	70
Added Vol:	0	0	-5	0	0	0	0	24	0	-2	43	0
ATI:	0	5	2	0	0	21	19	62	8	2	79	24
Initial Fut:	122	173	42	102	149	136	98	386	66	64	1045	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	173	42	102	149	136	98	386	66	64	1045	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	173	42	102	149	136	98	386	66	64	1045	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	173	42	102	149	136	98	386	66	64	1045	94
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	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.41	0.59	1.00	0.41	0.59	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	744	1056	1750	731	1069	3150	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.02	0.14	0.14	0.04	0.03	0.10	0.04	0.04	0.28	0.05
Crit Moves:		****			****		****				****	
Green Time:	34.9	34.9	56.3	29.7	29.7	36.7	7.0	44.1	78.9	21.4	58.5	88.1
Volume/Cap:	0.67	0.67	0.06	0.67	0.67	0.17	0.63	0.33	0.07	0.24	0.67	0.09
Delay/Veh:	52.2	52.2	26.6	56.2	56.2	40.9	74.6	37.7	14.6	53.6	35.0	10.8
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:	52.2	52.2	26.6	56.2	56.2	40.9	74.6	37.7	14.6	53.6	35.0	10.8
LOS by Move:	D	D	C	E	E	D	E	D	B	D	C	B
HCM2k95thQ:	23	23	2	19	19	5	5	12	3	5	30	3

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3776: San Pedro St and Taylor St



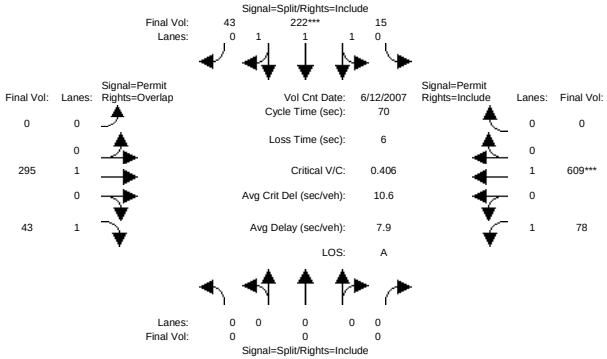
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	122	178	47	102	149	137	111	433	74	67	1132	118
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	178	47	102	149	137	111	433	74	67	1132	118
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	178	47	102	149	137	111	433	74	67	1132	118
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	178	47	102	149	137	111	433	74	67	1132	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	178	47	102	149	137	111	433	74	67	1132	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	178	47	102	149	137	111	433	74	67	1132	118
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	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.41	0.59	1.00	0.41	0.59	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	732	1068	1750	731	1069	3150	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.03	0.14	0.14	0.04	0.04	0.11	0.04	0.04	0.30	0.07
Crit Moves:	****				****		****				****	
Green Time:	33.9	33.9	54.4	28.4	28.4	35.5	7.2	47.3	81.2	20.5	60.6	88.9
Volume/Cap:	0.70	0.70	0.07	0.70	0.70	0.17	0.70	0.34	0.07	0.27	0.70	0.11
Delay/Veh:	54.4	54.4	27.8	58.8	58.8	41.8	79.2	35.8	13.6	54.7	34.6	10.7
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:	54.4	54.4	27.8	58.8	58.8	41.8	79.2	35.8	13.6	54.7	34.6	10.7
LOS by Move:	D	D	C	E	E	D	E	D	B	D	C	B
HCM2k95thQ:	24	24	3	20	20	5	6	13	3	5	32	4

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3822: N Tenth St and Taylor St (P)



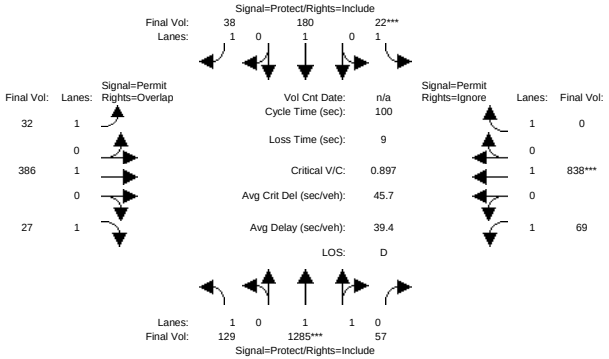
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		10	10	0		10	10	7		10	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 Jun 2007 << 7:30-8:30AM																
Base Vol:	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
FinalVolume:	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		54.0	54.0	54.0		54.0	0.0
Volume/Cap:	0.00		0.00	0.00	0.36		0.36	0.36	0.00		0.20	0.03	0.06		0.42	0.00
Delay/Veh:	0.0		0.0	0.0	27.4		27.4	27.4	0.0		2.2	1.9	1.9		2.9	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	27.4		27.4	27.4	0.0		2.2	1.9	1.9		2.9	0.0
LOS by Move:	A		A	A	C		C	C	A		A	A	A		A	A
HCM2k95thQ:	0		0	0	5		5	5	0		4	0	1		9	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3822: N Tenth St and Taylor St (P)



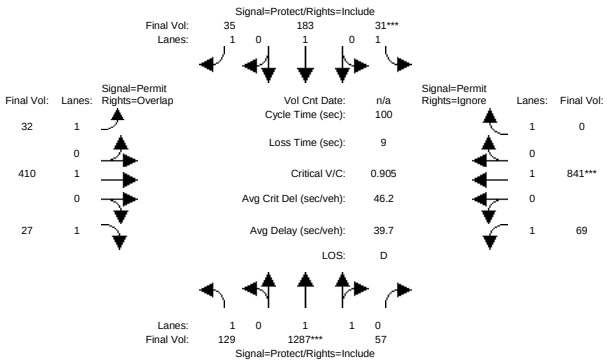
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:AM																
Base Vol:	126		1251	48	10		165	25	25		283	23	55		704	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.02		1.02	1.02	1.03		1.03	1.03
Initial Bse:	126		1251	48	10		166	25	25		288	23	57		727	0
Added Vol:	0		0	0	1		0	1	0		1	0	0		2	0
ATI:	3		34	9	11		14	12	7		97	4	12		109	13
Initial Fut:	129		1285	57	22		180	38	32		386	27	69		838	13
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:	129		1285	57	22		180	38	32		386	27	69		838	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	129		1285	57	22		180	38	32		386	27	69		838	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
FinalVolume:	129		1285	57	22		180	38	32		386	27	69		838	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		1.91	0.09	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Sat.:	1750		3543	157	1750		1900	1750	1750		1900	1750	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.07		0.36	0.36	0.01		0.09	0.02	0.02		0.20	0.02	0.04		0.44	0.00
Crit Moves:			****		****										****	
Green Time:	19.1		37.9	37.9	7.0		25.9	25.9	46.1		46.1	65.1	46.1		46.1	0.0
Volume/Cap:	0.39		0.96	0.96	0.18		0.37	0.08	0.04		0.44	0.02	0.09		0.96	0.00
Delay/Veh:	36.1		45.2	45.2	44.5		30.8	28.2	14.8		18.6	6.2	15.2		46.6	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:	36.1		45.2	45.2	44.5		30.8	28.2	14.8		18.6	6.2	15.2		46.6	0.0
LOS by Move:	D		D	D	D		C	C	B		B	A	B		D	A
HCM2k95thQ:	8		43	43	2		9	2	1		15	1	2		44	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3822: N Tenth St and Taylor St (P)



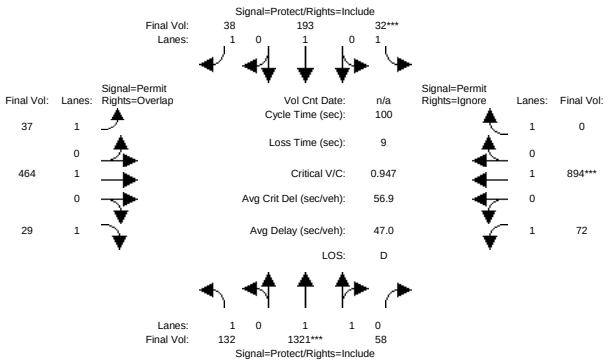
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:AM												
Base Vol:	126	1251	48	10	165	25	25	283	23	55	704	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.02	1.02	1.03	1.03	1.03
Initial Bse:	126	1251	48	10	166	25	25	288	23	57	727	0
Added Vol:	0	2	0	10	3	-2	0	25	0	0	5	6
ATI:	3	34	9	11	14	12	7	97	4	12	109	13
Initial Fut:	129	1287	57	31	183	35	32	410	27	69	841	19
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:	129	1287	57	31	183	35	32	410	27	69	841	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1287	57	31	183	35	32	410	27	69	841	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	129	1287	57	31	183	35	32	410	27	69	841	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	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3543	157	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.36	0.02	0.10	0.02	0.02	0.22	0.02	0.04	0.44	0.00
Crit Moves:		****		****							****	
Green Time:	19.0	37.9	37.9	7.0	25.8	25.8	46.1	46.1	65.2	46.1	46.1	0.0
Volume/Cap:	0.39	0.96	0.96	0.25	0.37	0.08	0.04	0.47	0.02	0.09	0.96	0.00
Delay/Veh:	36.1	45.7	45.7	45.1	30.9	28.1	14.8	18.9	6.2	15.1	47.1	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:	36.1	45.7	45.7	45.1	30.9	28.1	14.8	18.9	6.2	15.1	47.1	0.0
LOS by Move:	D	D	D	D	C	C	B	B	A	B	D	A
HCM2k95thQ:	8	43	43	3	9	2	1	16	1	2	44	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3822: N Tenth St and Taylor St (P)



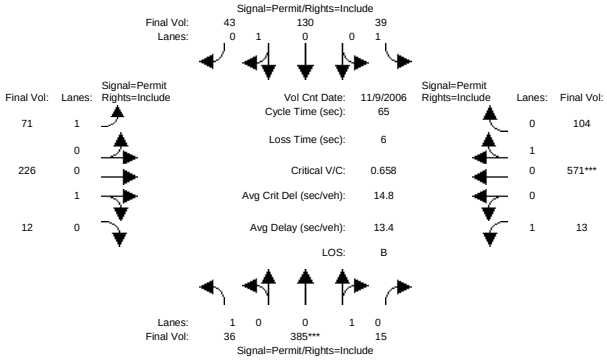
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:AM												
Base Vol:	132	1321	58	32	193	38	37	464	29	72	894	19
Growth 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:	132	1321	58	32	193	38	37	464	29	72	894	19
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:	132	1321	58	32	193	38	37	464	29	72	894	19
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:	132	1321	58	32	193	38	37	464	29	72	894	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1321	58	32	193	38	37	464	29	72	894	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	132	1321	58	32	193	38	37	464	29	72	894	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	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3544	156	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.37	0.02	0.10	0.02	0.02	0.24	0.02	0.04	0.47	0.00
Crit Moves:		****		****							****	
Green Time:	18.8	37.1	37.1	7.0	25.3	25.3	46.9	46.9	65.7	46.9	46.9	0.0
Volume/Cap:	0.40	1.00	1.00	0.26	0.40	0.09	0.05	0.52	0.03	0.09	1.00	0.00
Delay/Veh:	36.5	56.6	56.6	45.2	31.6	28.6	14.4	19.2	6.0	14.8	57.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	56.6	56.6	45.2	31.6	28.6	14.4	19.2	6.0	14.8	57.7	0.0
LOS by Move:	D	E	E	D	C	C	B	B	A	B	E	A
HCM2k95thQ:	8	47	47	3	10	2	1	18	1	3	50	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3823: N Thirteenth St and Taylor St



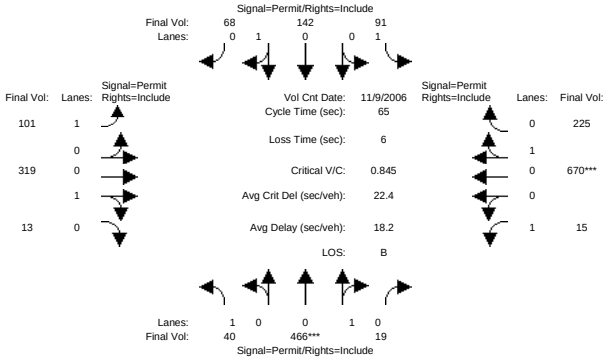
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Nov 2006 << 7:15-8:15AM												
Base Vol:	36	385	15	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
FinalVolume:	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
HCM2k95thQ:	1	16	16	1	6	6	1	5	5	0	20	20

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3823: N Thirteenth St and Taylor St



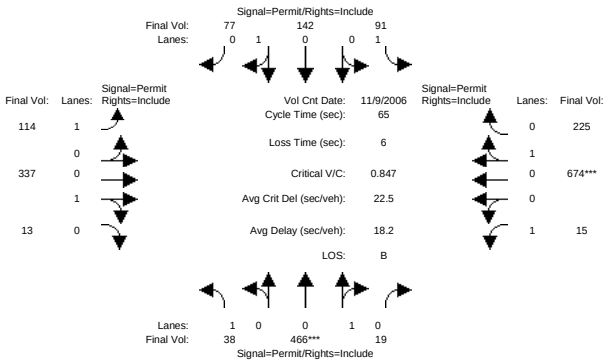
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Nov 2006 << AM												
Base Vol:	36	385	15	39	130	43	71	226	12	13	571	104
Growth Adj:	1.07	1.07	1.07	1.02	1.02	1.02	1.01	1.01	1.01	1.03	1.03	1.03
Initial Bse:	38	411	16	40	133	44	72	229	12	13	586	107
Added Vol:	0	0	0	0	0	0	1	1	0	0	1	0
ATI:	2	55	3	51	9	24	28	89	1	2	83	118
Initial Fut:	40	466	19	91	142	68	101	319	13	15	670	225
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	466	19	91	142	68	101	319	13	15	670	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	466	19	91	142	68	101	319	13	15	670	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	466	19	91	142	68	101	319	13	15	670	225
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	0.96	0.04	1.00	0.75	0.25
Final Sat.:	1750	1729	71	1750	1217	583	1750	1729	71	1750	1348	452
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.05	0.12	0.12	0.06	0.18	0.18	0.01	0.50	0.50
Crit Moves:		****									****	
Green Time:	20.7	20.7	20.7	20.7	20.7	20.7	38.3	38.3	38.3	38.3	38.3	38.3
Volume/Cap:	0.07	0.84	0.84	0.16	0.37	0.37	0.10	0.31	0.31	0.01	0.84	0.84
Delay/Veh:	15.5	31.7	31.7	16.0	17.5	17.5	5.9	6.9	6.9	5.6	17.3	17.3
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:	15.5	31.7	31.7	16.0	17.5	17.5	5.9	6.9	6.9	5.6	17.3	17.3
LOS by Move:	B	C	C	B	B	B	A	A	A	A	B	B
HCM2k95thQ:	1	23	23	3	7	7	2	7	7	0	32	32

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3823: N Thirteenth St and Taylor St



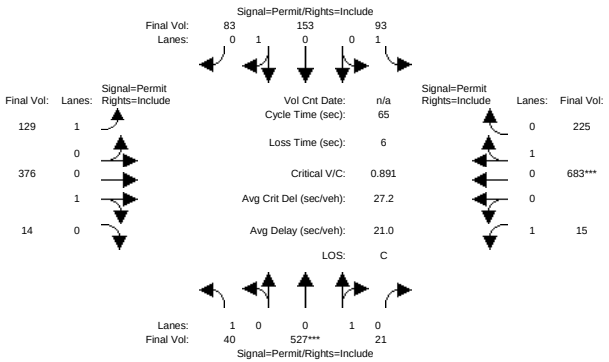
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Nov 2006 << AM												
Base Vol:	36	385	15	39	130	43	71	226	12	13	571	104
Growth Adj:	1.07	1.07	1.07	1.02	1.02	1.02	1.01	1.01	1.01	1.03	1.03	1.03
Initial Bse:	38	411	16	40	133	44	72	229	12	13	586	107
Added Vol:	-2	0	0	0	0	9	14	19	0	0	5	0
ATI:	2	55	3	51	9	24	28	89	1	2	83	118
Initial Fut:	38	466	19	91	142	77	114	337	13	15	674	225
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	466	19	91	142	77	114	337	13	15	674	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	466	19	91	142	77	114	337	13	15	674	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	466	19	91	142	77	114	337	13	15	674	225
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	0.65	0.35	1.00	0.96	0.04	1.00	0.75	0.25
Final Sat.:	1750	1729	71	1750	1167	633	1750	1732	68	1750	1350	450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.05	0.12	0.12	0.07	0.19	0.19	0.01	0.50	0.50
Crit Moves:		****									****	
Green Time:	20.7	20.7	20.7	20.7	20.7	20.7	38.3	38.3	38.3	38.3	38.3	38.3
Volume/Cap:	0.07	0.85	0.85	0.16	0.38	0.38	0.11	0.33	0.33	0.01	0.85	0.85
Delay/Veh:	15.5	32.0	32.0	16.1	17.6	17.6	5.9	7.0	7.0	5.5	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	32.0	32.0	16.1	17.6	17.6	5.9	7.0	7.0	5.5	17.4	17.4
LOS by Move:	B	C	C	B	B	B	A	A	A	A	B	B
HCM2k95thQ:	1	23	23	3	8	8	2	8	8	0	32	32

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3823: N Thirteenth St and Taylor St



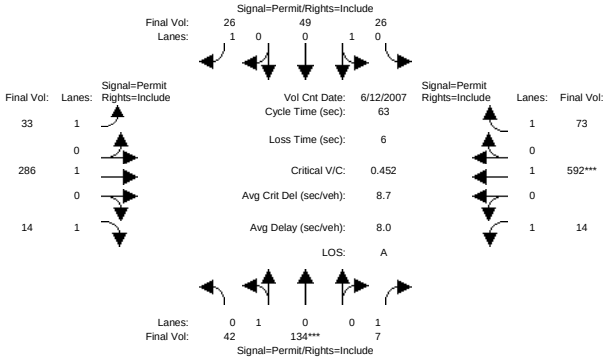
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:AM												
Base Vol:	40	527	21	93	153	83	129	376	14	15	683	225
Growth 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:	40	527	21	93	153	83	129	376	14	15	683	225
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:	40	527	21	93	153	83	129	376	14	15	683	225
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	527	21	93	153	83	129	376	14	15	683	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	527	21	93	153	83	129	376	14	15	683	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	527	21	93	153	83	129	376	14	15	683	225
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	0.65	0.35	1.00	0.96	0.04	1.00	0.75	0.25
Final Sat.:	1750	1731	69	1750	1167	633	1750	1735	65	1750	1354	446
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.05	0.13	0.13	0.07	0.22	0.22	0.01	0.50	0.50
Crit Moves:		****									****	
Green Time:	22.2	22.2	22.2	22.2	22.2	22.2	36.8	36.8	36.8	36.8	36.8	36.8
Volume/Cap:	0.07	0.89	0.89	0.16	0.38	0.38	0.13	0.38	0.38	0.02	0.89	0.89
Delay/Veh:	14.5	35.4	35.4	15.0	16.6	16.6	6.7	8.1	8.1	6.2	22.3	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:	14.5	35.4	35.4	15.0	16.6	16.6	6.7	8.1	8.1	6.2	22.3	22.3
LOS by Move:	B	D	D	B	B	B	A	A	A	A	C	C
HCM2k95thQ:	1	26	26	3	8	8	3	9	9	0	35	35

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3909: N Seventh St and Taylor St



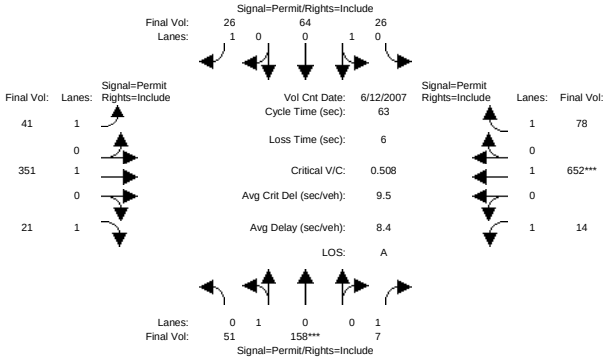
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2007 << 7:30-8:30AM												
Base Vol:	42	134	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
FinalVolume:	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
HCM2k95thQ:	7	7	0	3	3	1	0	4	0	0	10	1

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3909: N Seventh St and Taylor St



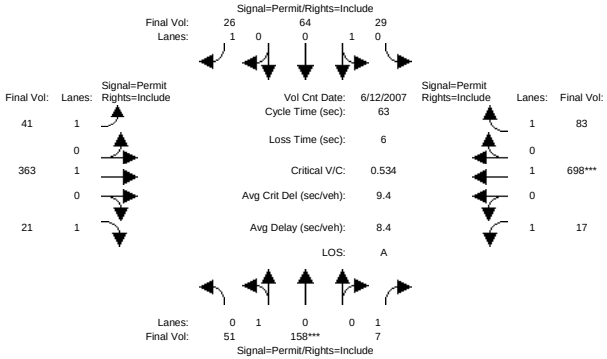
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2007 << 7:30-8:30AM												
Base Vol:	42	134	7	26	49	26	33	286	14	14	592	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.02	1.02	1.03	1.03	1.03
Initial Bse:	42	134	7	26	49	26	34	291	14	14	612	75
Added Vol:	0	0	0	0	0	0	0	4	0	0	2	1
ATI:	9	24	0	0	15	0	7	56	7	0	38	2
Initial Fut:	51	158	7	26	64	26	41	351	21	14	652	78
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	41	351	21	14	652	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	158	7	26	64	26	41	351	21	14	652	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	158	7	26	64	26	41	351	21	14	652	78
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	0.34	0.04
Crit Moves:		****									****	
Green Time:	14.4	14.4	14.4	14.4	14.4	14.4	42.6	42.6	42.6	42.6	42.6	42.6
Volume/Cap:	0.51	0.51	0.02	0.22	0.22	0.06	0.03	0.27	0.02	0.01	0.51	0.07
Delay/Veh:	22.2	22.2	18.8	20.0	20.0	19.1	3.4	4.2	3.4	3.3	5.4	3.5
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:	22.2	22.2	18.8	20.0	20.0	19.1	3.4	4.2	3.4	3.3	5.4	3.5
LOS by Move:	C	C	B	B	B	B	A	A	A	A	A	A
HCM2k95thQ:	9	9	0	3	3	1	1	5	0	0	11	1

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3909: N Seventh St and Taylor St



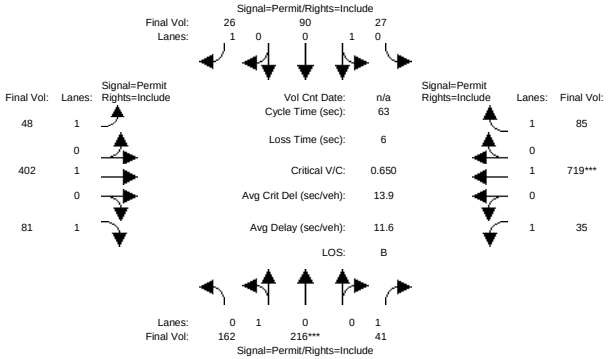
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2007 << 7:30-8:30AM												
Base Vol:	42	134	7	26	49	26	33	286	14	14	592	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.02	1.02	1.03	1.03	1.03
Initial Bse:	42	134	7	26	49	26	34	291	14	14	612	75
Added Vol:	0	0	0	3	0	0	0	16	0	3	48	6
ATI:	9	24	0	0	15	0	7	56	7	0	38	2
Initial Fut:	51	158	7	29	64	26	41	363	21	17	698	83
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	29	64	26	41	363	21	17	698	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	158	7	29	64	26	41	363	21	17	698	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	158	7	29	64	26	41	363	21	17	698	83
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	0.31	0.69	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	439	1361	1750	561	1239	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	0.19	0.01	0.01	0.37	0.05
Crit Moves:		****									****	
Green Time:	13.7	13.7	13.7	13.7	13.7	13.7	43.3	43.3	43.3	43.3	43.3	43.3
Volume/Cap:	0.53	0.53	0.02	0.24	0.24	0.07	0.03	0.28	0.02	0.01	0.53	0.07
Delay/Veh:	23.3	23.3	19.4	20.7	20.7	19.7	3.2	3.9	3.1	3.1	5.3	3.3
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:	23.3	23.3	19.4	20.7	20.7	19.7	3.2	3.9	3.1	3.1	5.3	3.3
LOS by Move:	C	C	B	C	C	B	A	A	A	A	A	A
HCM2k95thQ:	9	9	0	4	4	1	1	5	0	0	12	1

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3909: N Seventh St and Taylor St



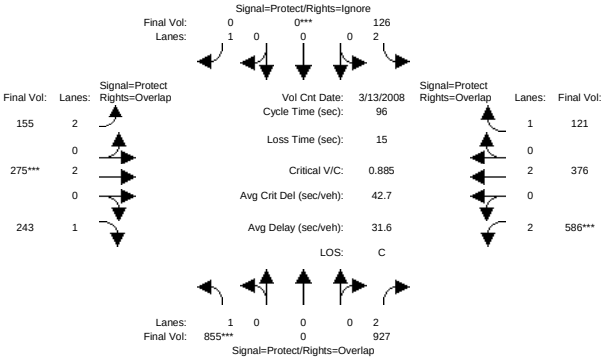
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	162	216	41	27	90	26	48	402	81	35	719	85
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:	162	216	41	27	90	26	48	402	81	35	719	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:	162	216	41	27	90	26	48	402	81	35	719	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:	162	216	41	27	90	26	48	402	81	35	719	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	216	41	27	90	26	48	402	81	35	719	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
FinalVolume:	162	216	41	27	90	26	48	402	81	35	719	85
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	0.23	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	771	1029	1750	415	1385	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.02	0.07	0.07	0.01	0.03	0.21	0.05	0.02	0.38	0.05
Crit Moves:		****									****	
Green Time:	20.3	20.3	20.3	20.3	20.3	20.3	36.7	36.7	36.7	36.7	36.7	36.7
Volume/Cap:	0.65	0.65	0.07	0.20	0.20	0.05	0.05	0.36	0.08	0.03	0.65	0.08
Delay/Veh:	20.9	20.9	14.8	15.6	15.6	14.7	5.7	7.2	5.8	5.6	10.2	5.8
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:	20.9	20.9	14.8	15.6	15.6	14.7	5.7	7.2	5.8	5.6	10.2	5.8
LOS by Move:	C	C	B	B	B	B	A	A	A	A	B	A
HCM2k95thQ:	15	15	1	4	4	1	1	8	2	1	16	1

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #4038: SR 87 and Taylor St



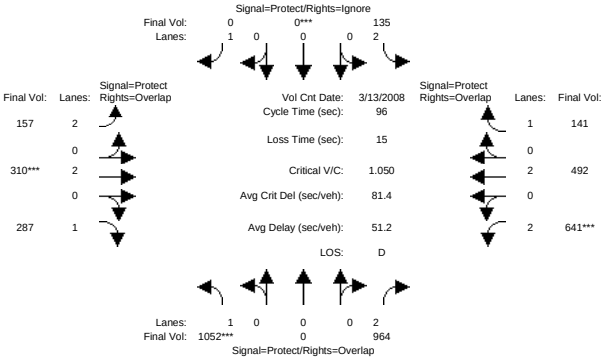
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	0	10		7	10	10		7	10	10	
Y+R:	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	
Volume Module: >> Count Date: 13 Mar 2008 <<																
Base Vol:	855	0	927		126	0	65		155	275	243		586	376	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:	855	0	927		126	0	65		155	275	243		586	376	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:	855	0	927		126	0	65		155	275	243		586	376	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:	855	0	927		126	0	0		155	275	243		586	376	121	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	855	0	927		126	0	0		155	275	243		586	376	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	
FinalVolume:	855	0	927		126	0	0		155	275	243		586	376	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:	0.49	0.00	0.29		0.04	0.00	0.00		0.05	0.07	0.14		0.19	0.10	0.07	
Crit Moves:	****					****				****			****			
Green Time:	51.4	0.0	50.3		20.7	0.0	0.0		12.2	10.0	61.4		19.6	17.4	38.1	
Volume/Cap:	0.91	0.00	0.56		0.19	0.00	0.00		0.39	0.69	0.22		0.91	0.55	0.17	
Delay/Veh:	33.2	0.0	15.9		30.9	0.0	0.0		39.1	46.8	7.3		54.7	36.6	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:	33.2	0.0	15.9		30.9	0.0	0.0		39.1	46.8	7.3		54.7	36.6	18.9	
LOS by Move:	C	A	B		C	A	A		D	D	A		D	D	B	
HCM2k95thQ:	47	0	21		4	0	0		6	10	6		21	10	5	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #4038: SR 87 and Taylor St



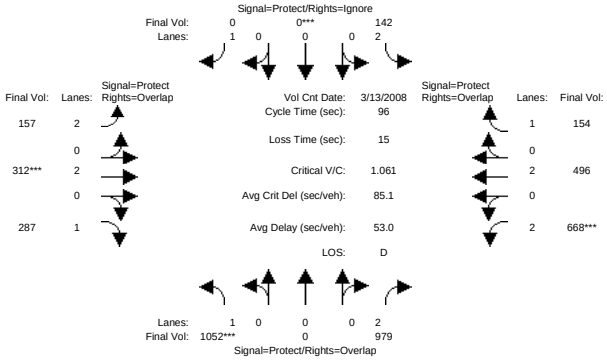
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	0	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 13 Mar 2008 << 7:30-8:30AM																
Base Vol:	855	0	927		126	0	65		155	275	243		586	376	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:	855	0	927		126	0	65		155	275	243		586	376	121	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	197	0	37		9	0	4		2	35	44		55	116	20	
Initial Fut:	1052	0	964		135	0	69		157	310	287		641	492	141	
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:	1052	0	964		135	0	0		157	310	287		641	492	141	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1052	0	964		135	0	0		157	310	287		641	492	141	
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	
FinalVolume:	1052	0	964		135	0	0		157	310	287		641	492	141	
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:	0.60	0.00	0.31		0.04	0.00	0.00		0.05	0.08	0.16		0.20	0.13	0.08	
Crit Moves:	****					****				****			****			
Green Time:	53.0	0.0	49.0		22.0	0.0	0.0		10.1	10.0	63.0		18.0	17.9	39.9	
Volume/Cap:	1.09	0.00	0.60		0.19	0.00	0.00		0.48	0.78	0.25		1.09	0.70	0.19	
Delay/Veh:	77.4	0.0	17.2		29.9	0.0	0.0		41.6	51.7	6.9		102.3	39.5	17.9	
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:	77.4	0.0	17.2		29.9	0.0	0.0		41.6	51.7	6.9		102.3	39.5	17.9	
LOS by Move:	E	A	B		C	A	A		D	D	A		F	D	B	
HCM2k95thQ:	76	0	22		4	0	0		6	12	7		29	13	5	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	

Volume Module: >> Count Date: 13 Mar 2008 << 7:30-8:30AM

Base Vol:	855	0	927	126	0	65	155	275	243	586	376	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:	855	0	927	126	0	65	155	275	243	586	376	121
Added Vol:	0	0	15	7	0	0	0	2	0	27	4	13
ATI:	197	0	37	9	0	4	2	35	44	55	116	20
Initial Fut:	1052	0	979	142	0	69	157	312	287	668	496	154
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:	1052	0	979	142	0	0	157	312	287	668	496	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1052	0	979	142	0	0	157	312	287	668	496	154
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
FinalVolume:	1052	0	979	142	0	0	157	312	287	668	496	154

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:

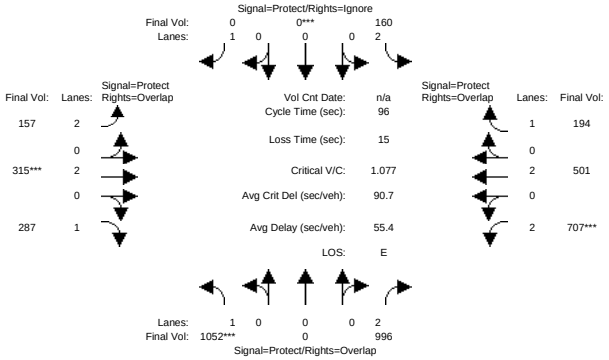
Vol/Sat:	0.60	0.00	0.31	0.05	0.00	0.00	0.05	0.08	0.16	0.21	0.13	0.09
Crit Moves:	****				****			****		****		
Green Time:	52.5	0.0	48.7	22.3	0.0	0.0	10.2	10.0	62.5	18.5	18.3	40.6
Volume/Cap:	1.10	0.00	0.61	0.19	0.00	0.00	0.47	0.79	0.25	1.10	0.68	0.21
Delay/Veh:	82.0	0.0	17.6	29.8	0.0	0.0	41.4	52.1	7.1	105.5	38.9	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.0	0.0	17.6	29.8	0.0	0.0	41.4	52.1	7.1	105.5	38.9	17.7
LOS by Move:	F	A	B	C	A	A	D	D	A	F	D	B
HCM2k95thQ:	78	0	23	4	0	0	6	13	8	30	13	6

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative 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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	

Volume Module:7:30-8:30AM

Base Vol:	1052	0	996	160	0	69	157	315	287	707	501	194
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:	1052	0	996	160	0	69	157	315	287	707	501	194
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:	1052	0	996	160	0	69	157	315	287	707	501	194
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:	1052	0	996	160	0	0	157	315	287	707	501	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1052	0	996	160	0	0	157	315	287	707	501	194
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
FinalVolume:	1052	0	996	160	0	0	157	315	287	707	501	194

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:

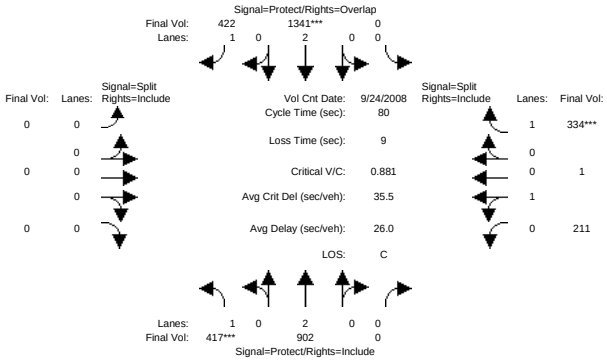
Vol/Sat:	0.60	0.00	0.32	0.05	0.00	0.00	0.05	0.08	0.16	0.22	0.13	0.11
Crit Moves:	****				****			****		****		
Green Time:	51.7	0.0	48.1	22.9	0.0	0.0	10.4	10.0	61.7	19.3	18.9	41.8
Volume/Cap:	1.12	0.00	0.63	0.21	0.00	0.00	0.46	0.80	0.26	1.12	0.67	0.25
Delay/Veh:	88.9	0.0	18.3	29.5	0.0	0.0	41.1	52.7	7.5	110.5	38.1	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.9	0.0	18.3	29.5	0.0	0.0	41.1	52.7	7.5	110.5	38.1	17.4
LOS by Move:	F	A	B	C	A	A	D	D	A	F	D	B
HCM2k95thQ:	80	0	24	5	0	0	6	13	8	32	13	7

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3021: Oakland Rd and US 101 NB Ramps (CMP)



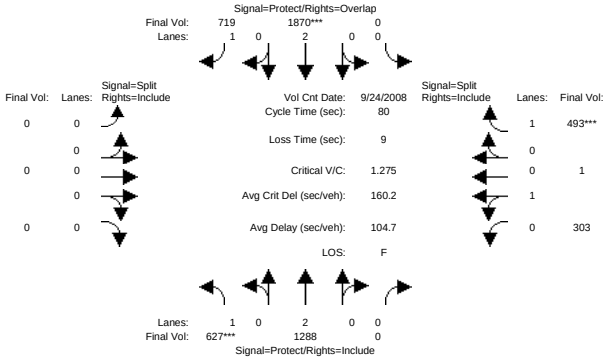
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	0		0	10	10		0	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 24 Sep 2008 << 4:45-5:45PM																
Base Vol:	417	902	0		0	1341	422		0	0	0		211	1	334	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	417	902	0		0	1341	422		0	0	0		211	1	334	
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:	417	902	0		0	1341	422		0	0	0		211	1	334	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	417	902	0		0	1341	422		0	0	0		211	1	334	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	417	902	0		0	1341	422		0	0	0		211	1	334	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	417	902	0		0	1341	422		0	0	0		211	1	334	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.95	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		1792	8	1750	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.24	0.00		0.00	0.35	0.24		0.00	0.00	0.00		0.12	0.12	0.19	
Crit Moves:	****					****									****	
Green Time:	21.6	53.7	0.0		0.0	32.0	32.0		0.0	0.0	0.0		17.3	17.3	17.3	
Volume/Cap:	0.88	0.35	0.00		0.00	0.88	0.60		0.00	0.00	0.00		0.54	0.54	0.88	
Delay/Veh:	45.2	5.8	0.0		0.0	28.6	20.4		0.0	0.0	0.0		29.4	29.4	50.9	
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:	45.2	5.8	0.0		0.0	28.6	20.4		0.0	0.0	0.0		29.4	29.4	50.9	
LOS by Move:	D	A	A		A	C	C		A	A	A		C	C	D	
HCM2k95thQ:	21	9	0		0	32	18		0	0	0		11	11	22	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3021: Oakland Rd and US 101 NB Ramps (CMP)



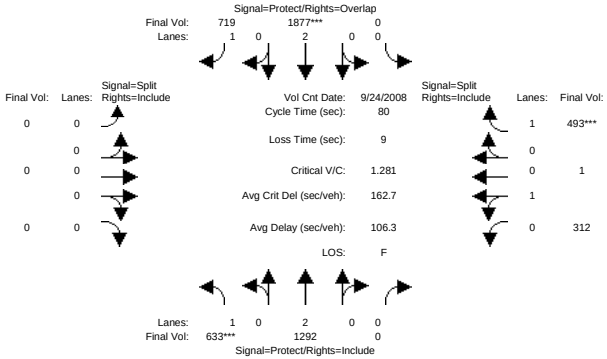
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	0		0	10	10		0	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 24 Sep 2008 << 4:45-5:45PM																
Base Vol:	417	902	0		0	1341	442		0	0	0		211	1	334	
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:	430	929	0		0	1435	473		0	0	0		213	1	337	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	197	359	0		0	435	246		0	0	0		90	0	156	
Initial Fut:	627	1288	0		0	1870	719		0	0	0		303	1	493	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	627	1288	0		0	1870	719		0	0	0		303	1	493	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	627	1288	0		0	1870	719		0	0	0		303	1	493	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	627	1288	0		0	1870	719		0	0	0		303	1	493	
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		1794	6	1750	
Capacity Analysis Module:																
Vol/Sat:	0.36	0.34	0.00		0.00	0.49	0.41		0.00	0.00	0.00		0.17	0.17	0.28	
Crit Moves:	****					****									****	
Green Time:	22.5	53.3	0.0		0.0	30.9	30.9		0.0	0.0	0.0		17.7	17.7	17.7	
Volume/Cap:	1.28	0.51	0.00		0.00	1.28	1.06		0.00	0.00	0.00		0.76	0.76	1.28	
Delay/Veh:	167.9	6.9	0.0		0.0	154	77.8		0.0	0.0	0.0		37.8	37.8	173.8	
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:	167.9	6.9	0.0		0.0	154	77.8		0.0	0.0	0.0		37.8	37.8	173.8	
LOS by Move:	F	A	A		A	F	E		A	A	A		D	D	F	
HCM2k95thQ:	54	14	0		0	77	49		0	0	0		17	17	48	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3021: Oakland Rd and US 101 NB Ramps (CMP)



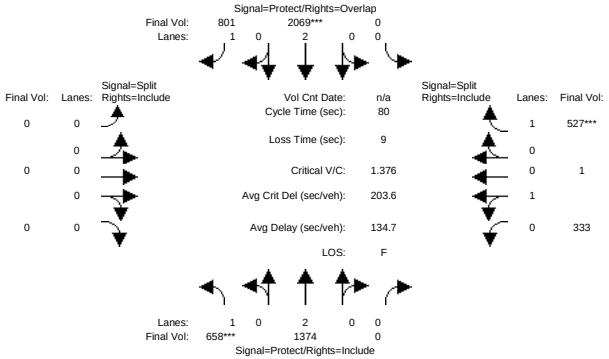
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		0	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 24 Sep 2008 << 4:45-5:45PM																
Base Vol:	417	902	0		0	1341	442		0	0	0		211	1	334	
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:	430	929	0		0	1435	473		0	0	0		213	1	337	
Added Vol:	6	4	0		0	7	0		0	0	0		9	0	0	
ATI:	197	359	0		0	435	246		0	0	0		90	0	156	
Initial Fut:	633	1292	0		0	1877	719		0	0	0		312	1	493	
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:	633	1292	0		0	1877	719		0	0	0		312	1	493	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	633	1292	0		0	1877	719		0	0	0		312	1	493	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	633	1292	0		0	1877	719		0	0	0		312	1	493	
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		1794	6	1750	
Capacity Analysis Module:																
Vol/Sat:	0.36	0.34	0.00		0.00	0.49	0.41		0.00	0.00	0.00		0.17	0.17	0.28	
Crit Moves:	****					****									****	
Green Time:	22.6	53.4	0.0		0.0	30.8	30.8		0.0	0.0	0.0		17.6	17.6	17.6	
Volume/Cap:	1.28	0.51	0.00		0.00	1.28	1.07		0.00	0.00	0.00		0.79	0.79	1.28	
Delay/Veh:	170.2	6.9	0.0		0.0	157	78.1		0.0	0.0	0.0		39.8	39.8	176.4	
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:	170.2	6.9	0.0		0.0	157	78.1		0.0	0.0	0.0		39.8	39.8	176.4	
LOS by Move:	F	A	A		A	F	E		A	A	A		D	D	F	
HCM2k95thQ:	55	14	0		0	78	49		0	0	0		18	18	49	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3021: Oakland Rd and US 101 NB Ramps (CMP)



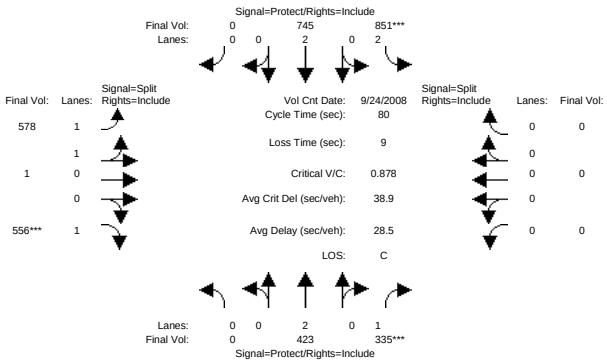
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		0	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:4:45-5:45PM																
Base Vol:	658	1374	0		0	2069	801		0	0	0		333	1	527	
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:	658	1374	0		0	2069	801		0	0	0		333	1	527	
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:	658	1374	0		0	2069	801		0	0	0		333	1	527	
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:	658	1374	0		0	2069	801		0	0	0		333	1	527	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	658	1374	0		0	2069	801		0	0	0		333	1	527	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	658	1374	0		0	2069	801		0	0	0		333	1	527	
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		1795	5	1750	
Capacity Analysis Module:																
Vol/Sat:	0.38	0.36	0.00		0.00	0.54	0.46		0.00	0.00	0.00		0.19	0.19	0.30	
Crit Moves:	****					****									****	
Green Time:	21.9	53.5	0.0		0.0	31.6	31.6		0.0	0.0	0.0		17.5	17.5	17.5	
Volume/Cap:	1.38	0.54	0.00		0.00	1.38	1.16		0.00	0.00	0.00		0.85	0.85	1.38	
Delay/Veh:	211.3	7.1	0.0		0.0	198	110.6		0.0	0.0	0.0		45.7	45.7	216.4	
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:	211.3	7.1	0.0		0.0	198	110.6		0.0	0.0	0.0		45.7	45.7	216.4	
LOS by Move:	F	A	A		A	F	F		A	A	A		D	D	F	
HCM2k95thQ:	63	15	0		0	94	62		0	0	0		21	21	56	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3022: Oakland Rd and US 101 SB Ramps (CMP)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10		0	10	10	10		0	0		0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	

Volume Module: >> Count Date: 24 Sep 2008 << 4:00-5:00PM

Base Vol:	0	423	335	851	745	0	578	1	556	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	423	335	851	745	0	578	1	556	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	423	335	851	745	0	578	1	556	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	423	335	851	745	0	578	1	556	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	423	335	851	745	0	578	1	556	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	423	335	851	745	0	578	1	556	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	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3544	6	1750	0	0	0

Capacity Analysis Module:

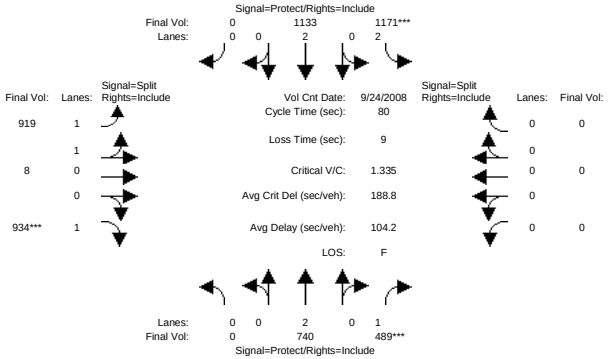
Vol/Sat:	0.00	0.11	0.19	0.27	0.20	0.00	0.16	0.16	0.32	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	17.4	17.4	24.6	42.1	0.0	28.9	28.9	28.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.88	0.88	0.37	0.00	0.45	0.45	0.88	0.00	0.00	0.00
Delay/Veh:	0.0	28.1	50.3	35.5	11.3	0.0	19.7	19.7	37.1	0.0	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	28.1	50.3	35.5	11.3	0.0	19.7	19.7	37.1	0.0	0.0	0.0
LOS by Move:	A	C	D	D	B	A	B	B	D	A	A	A
HCM2k95thQ:	0	10	22	21	10	0	12	12	30	0	0	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3022: Oakland Rd and US 101 SB Ramps (CMP)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10		0	10	10	10		0	0		0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	

Volume Module: >> Count Date: 24 Sep 2008 << 4:00-5:00PM

Base Vol:	0	423	335	851	745	0	578	1	556	0	0	0
Growth Adj:	1.04	1.04	1.04	1.06	1.06	1.06	1.05	1.05	1.05	1.00	1.00	1.00
Initial Bse:	0	440	348	902	790	0	607	1	584	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	300	141	269	343	0	312	7	350	0	0	0
Initial Fut:	0	740	489	1171	1133	0	919	8	934	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	740	489	1171	1133	0	919	8	934	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	740	489	1171	1133	0	919	8	934	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	740	489	1171	1133	0	919	8	934	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	3519	31	1750	0	0	0

Capacity Analysis Module:

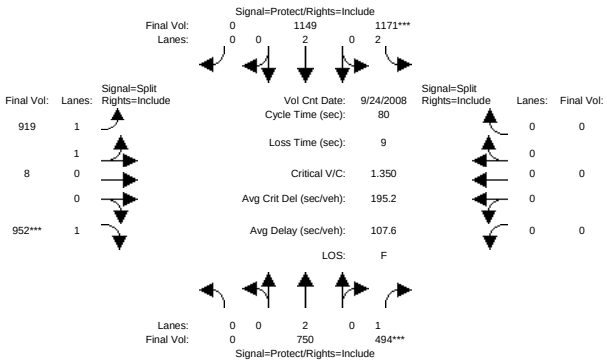
Vol/Sat:	0.00	0.19	0.28	0.37	0.30	0.00	0.26	0.26	0.53	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	16.8	16.8	22.3	39.0	0.0	32.0	32.0	32.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.93	1.34	1.34	0.61	0.00	0.65	0.65	1.34	0.00	0.00	0.00
Delay/Veh:	0.0	48.2	200.0	187.5	15.6	0.0	20.6	20.6	184.5	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	48.2	200.0	187.5	15.6	0.0	20.6	20.6	184.5	0.0	0.0	0.0
LOS by Move:	A	D	F	F	B	A	C	C	F	A	A	A
HCM2k95thQ:	0	24	51	60	17	0	20	20	88	0	0	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3022: Oakland Rd and US 101 SB Ramps (CMP)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10		0	10	10	10		0	0		0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	

Volume Module: >> Count Date: 24 Sep 2008 << 4:00-5:00PM

Base Vol:	0	423	335	851	745	0	578	1	556	0	0	0
Growth Adj:	1.04	1.04	1.04	1.06	1.06	1.06	1.05	1.05	1.05	1.00	1.00	1.00
Initial Bse:	0	440	348	902	790	0	607	1	584	0	0	0
Added Vol:	0	10	5	0	16	0	0	0	18	0	0	0
ATI:	0	300	141	269	343	0	312	7	350	0	0	0
Initial Fut:	0	750	494	1171	1149	0	919	8	952	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	750	494	1171	1149	0	919	8	952	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	750	494	1171	1149	0	919	8	952	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	750	494	1171	1149	0	919	8	952	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	3519	31	1750	0	0	0

Capacity Analysis Module:

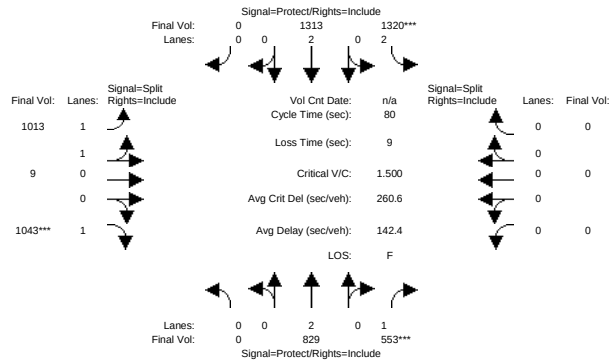
Vol/Sat:	0.00	0.20	0.28	0.37	0.30	0.00	0.26	0.26	0.54	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	16.7	16.7	22.0	38.8	0.0	32.2	32.2	32.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.94	1.35	1.35	0.62	0.00	0.65	0.65	1.35	0.00	0.00	0.00
Delay/Veh:	0.0	50.6	206.3	194.1	15.9	0.0	20.4	20.4	190.7	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	50.6	206.3	194.1	15.9	0.0	20.4	20.4	190.7	0.0	0.0	0.0
LOS by Move:	A	D	F	F	B	A	C	C	F	A	A	A
HCM2k95thQ:	0	25	52	61	18	0	20	20	91	0	0	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3022: Oakland Rd and US 101 SB Ramps (CMP)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10		0	10	10	10		0	0		0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	

Volume Module:4:00-5:00PM

Base Vol:	0	829	553	1320	1313	0	1013	9	1043	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	829	553	1320	1313	0	1013	9	1043	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	829	553	1320	1313	0	1013	9	1043	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	829	553	1320	1313	0	1013	9	1043	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	829	553	1320	1313	0	1013	9	1043	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	829	553	1320	1313	0	1013	9	1043	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	3519	31	1750	0	0	0

Capacity Analysis Module:

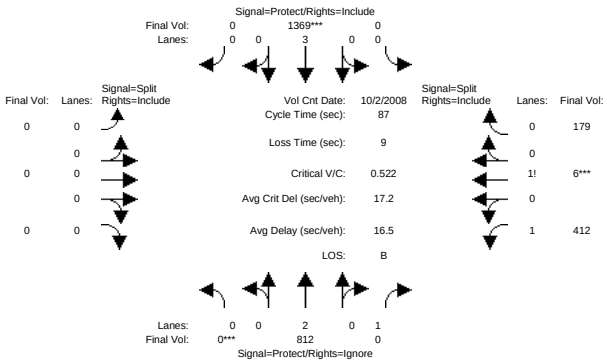
Vol/Sat:	0.00	0.22	0.32	0.42	0.35	0.00	0.29	0.29	0.60	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	16.9	16.9	22.4	39.2	0.0	31.8	31.8	31.8	0.0	0.0	0.0
Volume/Cap:	0.00	1.04	1.50	1.50	0.71	0.00	0.72	0.72	1.50	0.00	0.00	0.00
Delay/Veh:	0.0	72.9	270.3	259.7	17.1	0.0	22.3	22.3	256.5	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	72.9	270.3	259.7	17.1	0.0	22.3	22.3	256.5	0.0	0.0	0.0
LOS by Move:	A	E	F	F	B	A	C	C	F	A	A	A
HCM2k95thQ:	0	30	64	78	21	0	23	23	113	0	0	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3054: N First St and I-880 SB Ramps (CMP)



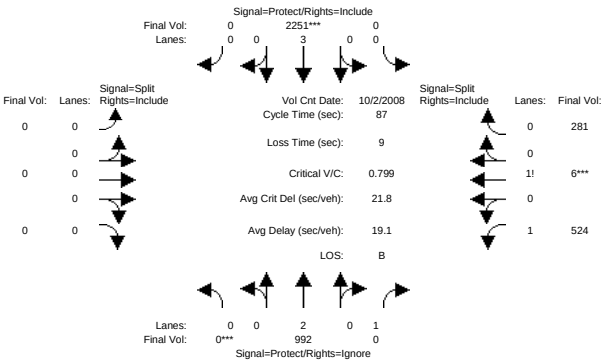
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		0	10	0		0	0	0		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 2 Oct 2008 << 4:30-5:30PM																
Base Vol:	0	812	235		0	1369	30		0	0	0		412	6	179	
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	812	235		0	1369	30		0	0	0		412	6	179	
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	812	235		0	1369	30		0	0	0		412	6	179	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	812	0		0	1369	0		0	0	0		412	6	179	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	812	0		0	1369	0		0	0	0		412	6	179	
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	
FinalVolume:	0	812	0		0	1369	0		0	0	0		412	6	179	
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	0.92		0.92	1.00	0.92		0.92	0.92	0.92	
Lanes:	0.00	2.00	1.00		0.00	3.00	0.00		0.00	0.00	0.00		1.53	0.01	0.46	
Final Sat.:	0	3800	1750		0	5600	0		0	0	0		2672	27	801	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.00		0.00	0.24	0.00		0.00	0.00	0.00		0.15	0.22	0.22	
Crit Moves:	****					****								****		
Green Time:	0.0	40.8	0.0		0.0	40.8	0.0		0.0	0.0	0.0		37.2	37.2	37.2	
Volume/Cap:	0.00	0.46	0.00		0.00	0.52	0.00		0.00	0.00	0.00		0.36	0.52	0.52	
Delay/Veh:	0.0	15.8	0.0		0.0	16.5	0.0		0.0	0.0	0.0		17.0	18.8	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:	0.0	15.8	0.0		0.0	16.5	0.0		0.0	0.0	0.0		17.0	18.8	18.8	
LOS by Move:	A	B	A		A	B	A		A	A	A		B	B	B	
HCM2k95thQ:	0	14	0		0	17	0		0	0	0		10	16	16	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3054: N First St and I-880 SB Ramps (CMP)



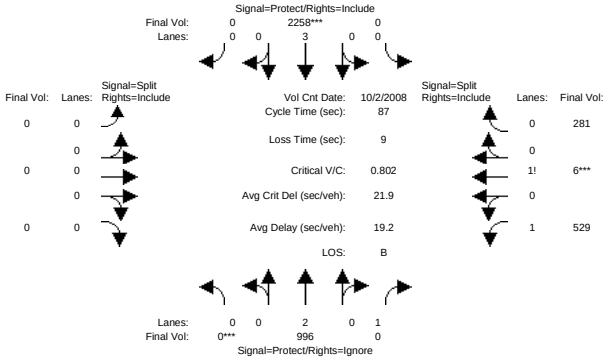
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		0	10	0		0	0	0		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 2 Oct 2008 << 4:30-5:30PM																
Base Vol:	0	812	235		0	1369	30		0	0	0		412	6	179	
Growth Adj:	1.02	1.02	1.02		1.11	1.11	1.11		1.00	1.00	1.00		1.08	1.08	1.08	
Initial Bse:	0	828	240		0	1520	33		0	0	0		445	6	193	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	164	26		0	731	0		0	0	0		79	0	88	
Initial Fut:	0	992	266		0	2251	33		0	0	0		524	6	281	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	992	0		0	2251	0		0	0	0		524	6	281	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	992	0		0	2251	0		0	0	0		524	6	281	
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	
FinalVolume:	0	992	0		0	2251	0		0	0	0		524	6	281	
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	0.92		0.92	1.00	0.92		0.92	0.92	0.92	
Lanes:	0.00	2.00	1.00		0.00	3.00	0.00		0.00	0.00	0.00		1.48	0.01	0.51	
Final Sat.:	0	3800	1750		0	5600	0		0	0	0		2584	21	895	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.00		0.00	0.40	0.00		0.00	0.00	0.00		0.20	0.31	0.31	
Crit Moves:	****					****								****		
Green Time:	0.0	43.8	0.0		0.0	43.8	0.0		0.0	0.0	0.0		34.2	34.2	34.2	
Volume/Cap:	0.00	0.52	0.00		0.00	0.80	0.00		0.00	0.00	0.00		0.52	0.80	0.80	
Delay/Veh:	0.0	14.8	0.0		0.0	19.6	0.0		0.0	0.0	0.0		20.4	27.9	27.9	
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	14.8	0.0		0.0	19.6	0.0		0.0	0.0	0.0		20.4	27.9	27.9	
LOS by Move:	A	B	A		A	B	A		A	A	A		C	C	C	
HCM2k95thQ:	0	17	0		0	32	0		0	0	0		15	28	28	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3054: N First St and I-880 SB Ramps (CMP)



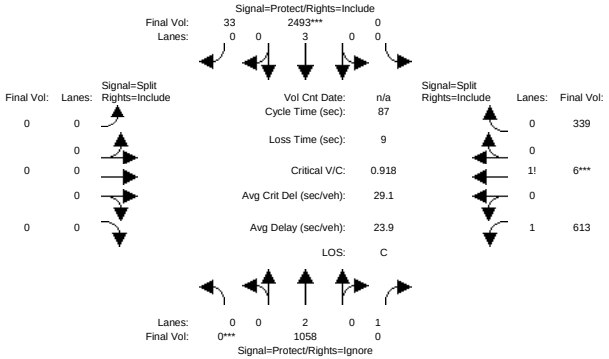
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		0	10	0		0	0	0		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 2 Oct 2008 << 4:30-5:30PM																
Base Vol:	0	812	235		0	1369	30		0	0	0		412	6	179	
Growth Adj:	1.02	1.02	1.02		1.11	1.11	1.11		1.00	1.00	1.00		1.08	1.08	1.08	
Initial Bse:	0	828	240		0	1520	33		0	0	0		445	6	193	
Added Vol:	0	4	6		0	7	0		0	0	0		5	0	0	
ATI:	0	164	26		0	731	0		0	0	0		79	0	88	
Initial Fut:	0	996	272		0	2258	33		0	0	0		529	6	281	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	996	0		0	2258	0		0	0	0		529	6	281	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	996	0		0	2258	0		0	0	0		529	6	281	
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	
FinalVolume:	0	996	0		0	2258	0		0	0	0		529	6	281	
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	0.92		0.92	1.00	0.92		0.92	0.92	0.92	
Lanes:	0.00	2.00	1.00		0.00	3.00	0.00		0.00	0.00	0.00		1.48	0.01	0.51	
Final Sat.:	0	3800	1750		0	5600	0		0	0	0		2588	21	891	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.00		0.00	0.40	0.00		0.00	0.00	0.00		0.20	0.32	0.32	
Crit Moves:	****					****								****		
Green Time:	0.0	43.8	0.0		0.0	43.8	0.0		0.0	0.0	0.0		34.2	34.2	34.2	
Volume/Cap:	0.00	0.52	0.00		0.00	0.80	0.00		0.00	0.00	0.00		0.52	0.80	0.80	
Delay/Veh:	0.0	14.8	0.0		0.0	19.7	0.0		0.0	0.0	0.0		20.4	28.0	28.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	14.8	0.0		0.0	19.7	0.0		0.0	0.0	0.0		20.4	28.0	28.0	
LOS by Move:	A	B	A		A	B	A		A	A	A		C	C	C	
HCM2k95thQ:	0	17	0		0	32	0		0	0	0		15	28	28	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3054: N First St and I-880 SB Ramps (CMP)



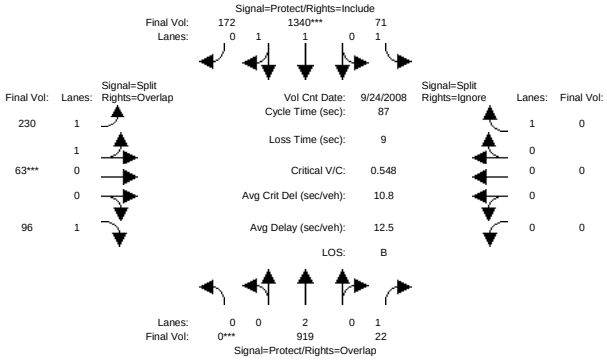
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		0	10	0		0	0	0		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:4:30-5:30PM																
Base Vol:	0	1058	297		0	2493	33		0	0	0		613	6	339	
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	1058	297		0	2493	33		0	0	0		613	6	339	
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	1058	297		0	2493	33		0	0	0		613	6	339	
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	1058	0		0	2493	33		0	0	0		613	6	339	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1058	0		0	2493	33		0	0	0		613	6	339	
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	
FinalVolume:	0	1058	0		0	2493	33		0	0	0		613	6	339	
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	2.96	0.04		0.00	0.00	0.00		1.47	0.01	0.52	
Final Sat.:	0	3800	1750		0	5527	73		0	0	0		2573	16	911	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.00		0.00	0.45	0.45		0.00	0.00	0.00		0.24	0.37	0.37	
Crit Moves:	****					****								****		
Green Time:	0.0	42.7	0.0		0.0	42.7	42.7		0.0	0.0	0.0		35.3	35.3	35.3	
Volume/Cap:	0.00	0.57	0.00		0.00	0.92	0.92		0.00	0.00	0.00		0.59	0.92	0.92	
Delay/Veh:	0.0	16.0	0.0		0.0	26.1	26.1		0.0	0.0	0.0		20.8	37.1	37.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	16.0	0.0		0.0	26.1	26.1		0.0	0.0	0.0		20.8	37.1	37.1	
LOS by Move:	A	B	A		A	C	C		A	A	A		C	D	D	
HCM2k95thQ:	0	19	0		0	42	42		0	0	0		18	38	38	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3055: N First St and I-880 NB Ramps (CMP)



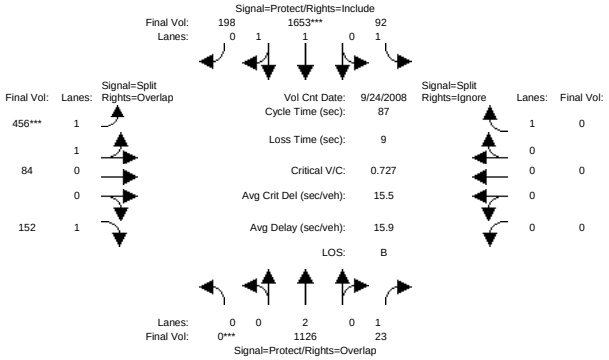
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2008 << 5:00-6:00PM												
Base Vol:	0	919	22	71	1340	172	230	63	96	0	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:	0	919	22	71	1340	172	230	63	96	0	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:	0	919	22	71	1340	172	230	63	96	0	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	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	919	22	71	1340	172	230	63	96	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	919	22	71	1340	172	230	63	96	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
FinalVolume:	0	919	22	71	1340	172	230	63	96	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	1.77	0.23	1.58	0.42	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3279	421	2787	763	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.01	0.04	0.41	0.41	0.08	0.08	0.05	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	0.0	48.7	48.7	16.2	64.9	64.9	13.1	13.1	13.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.43	0.02	0.22	0.55	0.55	0.55	0.55	0.36	0.00	0.00	0.00
Delay/Veh:	0.0	11.8	8.6	31.6	5.5	5.5	38.2	38.2	37.1	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	11.8	8.6	31.6	5.5	5.5	38.2	38.2	37.1	0.0	0.0	0.0
LOS by Move:	A	B	A	C	A	A	D	D	D	A	A	A
HCM2k95thQ:	0	13	1	4	16	16	9	9	6	0	0	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3055: N First St and I-880 NB Ramps (CMP)



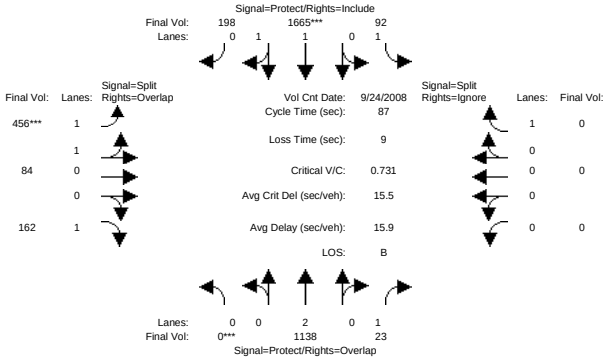
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2008 << 5:00-6:00PM												
Base Vol:	0	919	22	71	1340	172	230	63	96	0	0	128
Growth Adj:	1.01	1.01	1.01	1.05	1.05	1.05	1.06	1.06	1.06	1.00	1.00	1.00
Initial Bse:	0	928	22	75	1407	181	244	67	102	0	0	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	198	1	17	246	17	212	17	50	0	0	23
Initial Fut:	0	1126	23	92	1653	198	456	84	152	0	0	151
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	1126	23	92	1653	198	456	84	152	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1126	23	92	1653	198	456	84	152	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
FinalVolume:	0	1126	23	92	1653	198	456	84	152	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	1.78	0.22	1.69	0.31	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3305	395	2999	551	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.01	0.05	0.50	0.50	0.15	0.15	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	47.0	47.0	12.8	59.8	59.8	18.2	18.2	18.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.02	0.36	0.73	0.73	0.73	0.73	0.42	0.00	0.00	0.00
Delay/Veh:	0.0	13.4	9.3	34.3	9.6	9.6	35.7	35.7	30.6	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	13.4	9.3	34.3	9.6	9.6	35.7	35.7	30.6	0.0	0.0	0.0
LOS by Move:	A	B	A	C	A	A	D	D	C	A	A	A
HCM2k95thQ:	0	19	1	5	29	29	16	16	8	0	0	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3055: N First St and I-880 NB Ramps (CMP)



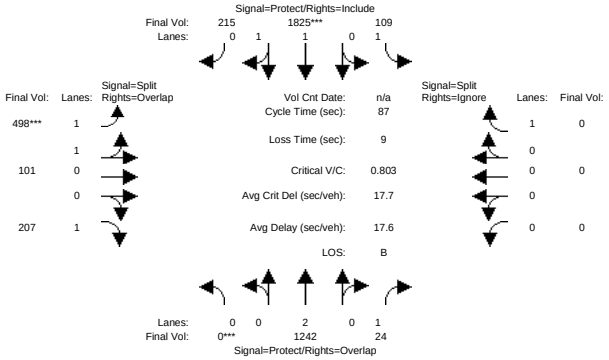
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2008 << 5:00-6:00PM												
Base Vol:	0	919	22	71	1340	172	230	63	96	0	0	128
Growth Adj:	1.01	1.01	1.01	1.05	1.05	1.05	1.06	1.06	1.06	1.00	1.00	1.00
Initial Bse:	0	928	22	75	1407	181	244	67	102	0	0	128
Added Vol:	0	12	0	0	12	0	0	0	10	0	0	0
ATI:	0	198	1	17	246	17	212	17	50	0	0	23
Initial Fut:	0	1138	23	92	1665	198	456	84	162	0	0	151
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	1138	23	92	1665	198	456	84	162	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1138	23	92	1665	198	456	84	162	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
FinalVolume:	0	1138	23	92	1665	198	456	84	162	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	1.78	0.22	1.69	0.31	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3307	392	2999	551	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.01	0.05	0.50	0.50	0.15	0.15	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	47.2	47.2	12.7	59.9	59.9	18.1	18.1	18.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.02	0.36	0.73	0.73	0.73	0.73	0.44	0.00	0.00	0.00
Delay/Veh:	0.0	13.3	9.2	34.4	9.6	9.6	35.9	35.9	30.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.3	9.2	34.4	9.6	9.6	35.9	35.9	30.9	0.0	0.0	0.0
LOS by Move:	A	B	A	C	A	A	D	D	C	A	A	A
HCM2k95thQ:	0	19	1	5	30	30	16	16	9	0	0	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3055: N First St and I-880 NB Ramps (CMP)



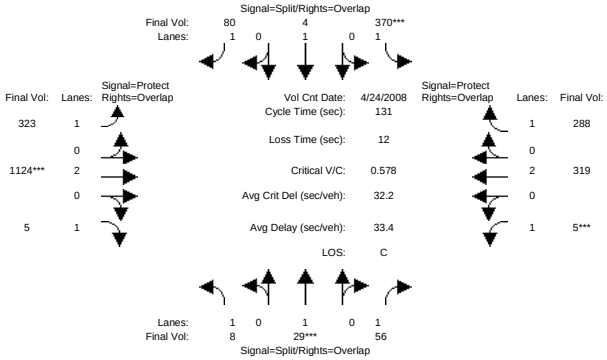
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	1242	24	109	1825	215	498	101	207	0	0	174
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	1242	24	109	1825	215	498	101	207	0	0	174
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	1242	24	109	1825	215	498	101	207	0	0	174
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	24	109	1825	215	498	101	207	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1242	24	109	1825	215	498	101	207	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
FinalVolume:	0	1242	24	109	1825	215	498	101	207	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	1.78	0.22	1.67	0.33	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3310	390	2951	599	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.01	0.06	0.55	0.55	0.17	0.17	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	47.9	47.9	11.8	59.7	59.7	18.3	18.3	18.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.59	0.02	0.46	0.80	0.80	0.80	0.80	0.56	0.00	0.00	0.00
Delay/Veh:	0.0	13.5	8.9	36.1	11.5	11.5	39.0	39.0	32.8	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	13.5	8.9	36.1	11.5	11.5	39.0	39.0	32.8	0.0	0.0	0.0
LOS by Move:	A	B	A	D	B	B	D	D	C	A	A	A
HCM2k95thQ:	0	21	1	7	36	36	19	19	12	0	0	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3288: Old Bayshore Hwy and I-880 SB Ramps



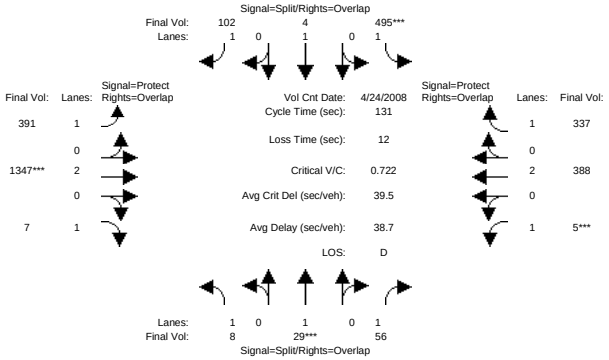
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 24 Apr 2008 << 4:30-5:30PM																
Base Vol:	8	29	56		370	4	80		323	1124	5		5	319	288	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	8	29	56		370	4	80		323	1124	5		5	319	288	
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:	8	29	56		370	4	80		323	1124	5		5	319	288	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	29	56		370	4	80		323	1124	5		5	319	288	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	29	56		370	4	80		323	1124	5		5	319	288	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	8	29	56		370	4	80		323	1124	5		5	319	288	
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	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1750	1900	1750		1750	1900	1750		1750	3800	1750		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.02	0.03		0.21	0.00	0.05		0.18	0.30	0.00		0.00	0.08	0.16	
Crit Moves:		****			****					****			****			
Green Time:	10.0	10.0	17.0		42.5	42.5	88.2		45.7	59.5	69.5		7.0	20.8	63.3	
Volume/Cap:	0.06	0.20	0.25		0.65	0.01	0.07		0.53	0.65	0.01		0.05	0.53	0.34	
Delay/Veh:	56.3	57.4	51.8		40.6	29.9	7.3		34.9	28.6	14.5		59.1	51.5	21.2	
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:	56.3	57.4	51.8		40.6	29.9	7.3		34.9	28.6	14.5		59.1	51.5	21.2	
LOS by Move:	E	E	D		D	C	A		C	C	B		E	D	C	
HCM2k95thQ:	1	3	5		25	0	2		21	30	0		1	12	14	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3288: Old Bayshore Hwy and I-880 SB Ramps



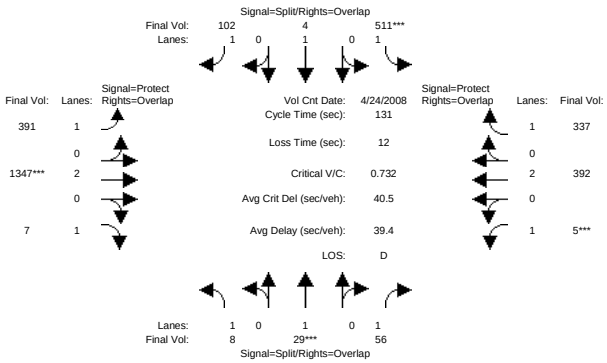
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 24 Apr 2008 << 4:30-5:30PM																
Base Vol:	8	29	56		370	4	80		323	1124	5		5	319	288	
Growth Adj:	1.00	1.00	1.00		1.11	1.11	1.11		1.10	1.10	1.10		1.09	1.09	1.09	
Initial Bse:	8	29	56		411	4	89		356	1239	6		5	348	314	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		84	0	13		35	108	1		0	40	23	
Initial Fut:	8	29	56		495	4	102		391	1347	7		5	388	337	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	29	56		495	4	102		391	1347	7		5	388	337	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	29	56		495	4	102		391	1347	7		5	388	337	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	8	29	56		495	4	102		391	1347	7		5	388	337	
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	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1750	1900	1750		1750	1900	1750		1750	3800	1750		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.02	0.03		0.28	0.00	0.06		0.22	0.35	0.00		0.00	0.10	0.19	
Crit Moves:		****			****					****			****			
Green Time:	10.0	10.0	17.0		45.3	45.3	89.0		43.7	56.7	66.7		7.0	20.0	65.3	
Volume/Cap:	0.06	0.20	0.25		0.82	0.01	0.09		0.67	0.82	0.01		0.06	0.67	0.39	
Delay/Veh:	56.3	57.4	51.8		47.7	28.1	7.2		40.4	36.0	15.8		59.1	55.4	20.7	
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:	56.3	57.4	51.8		47.7	28.1	7.2		40.4	36.0	15.8		59.1	55.4	20.7	
LOS by Move:	E	E	D		D	C	A		D	D	B		E	E	C	
HCM2k95thQ:	1	3	5		36	0	3		27	42	0		1	16	17	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3288: Old Bayshore Hwy and I-880 SB Ramps



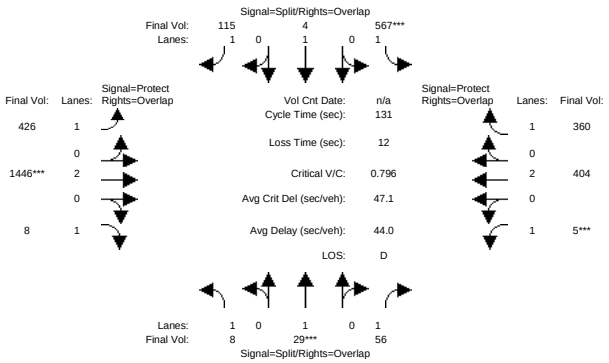
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 24 Apr 2008 << 4:30-5:30PM																
Base Vol:	8		29	56	370		4	80	323		1124	5	5		319	288
Growth Adj:	1.00		1.00	1.00	1.11		1.11	1.11	1.10		1.10	1.10	1.09		1.09	1.09
Initial Bse:	8		29	56	411		4	89	356		1239	6	5		348	314
Added Vol:	0		0	0	16		0	0	0		0	0	0		4	0
ATI:	0		0	0	84		0	13	35		108	1	0		40	23
Initial Fut:	8		29	56	511		4	102	391		1347	7	5		392	337
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	8		29	56	511		4	102	391		1347	7	5		392	337
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	8		29	56	511		4	102	391		1347	7	5		392	337
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	8		29	56	511		4	102	391		1347	7	5		392	337
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		1.00	1.00	1.00		1.00	1.00	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1750		1900	1750	1750		1900	1750	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.02	0.03	0.29		0.00	0.06	0.22		0.35	0.00	0.00		0.10	0.19
Crit Moves:			****		****						****		****			
Green Time:	10.0		10.0	17.0	46.1		46.1	89.1	43.0		55.9	65.9	7.0		19.9	66.0
Volume/Cap:	0.06		0.20	0.25	0.83		0.01	0.09	0.68		0.83	0.01	0.06		0.68	0.38
Delay/Veh:	56.3		57.4	51.8	48.2		27.6	7.1	41.3		37.1	16.2	59.1		55.8	20.3
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:	56.3		57.4	51.8	48.2		27.6	7.1	41.3		37.1	16.2	59.1		55.8	20.3
LOS by Move:	E		E	D	D		C	A	D		D	B	E		E	C
HCM2k95thQ:	1		3	5	37		0	3	27		42	0	1		16	16

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3288: Old Bayshore Hwy and I-880 SB Ramps



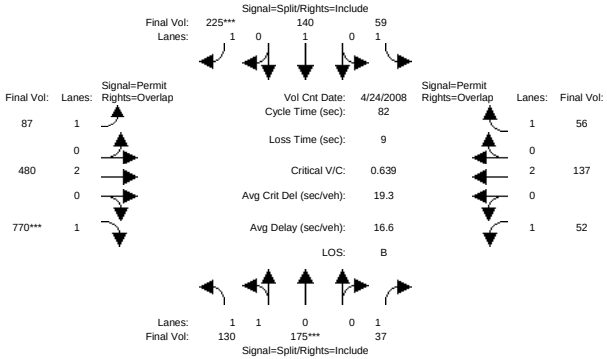
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:4:30-5:30PM																
Base Vol:	8		29	56	567		4	115	426		1446	8	5		404	360
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	8		29	56	567		4	115	426		1446	8	5		404	360
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:	8		29	56	567		4	115	426		1446	8	5		404	360
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	8		29	56	567		4	115	426		1446	8	5		404	360
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	8		29	56	567		4	115	426		1446	8	5		404	360
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	8		29	56	567		4	115	426		1446	8	5		404	360
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		1.00	1.00	1.00		1.00	1.00	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1750		1900	1750	1750		1900	1750	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.02	0.03	0.32		0.00	0.07	0.24		0.38	0.00	0.00		0.11	0.21
Crit Moves:			****		****						****		****			
Green Time:	10.0		10.0	17.0	46.9		46.9	90.1	43.2		55.1	65.1	7.0		18.9	65.8
Volume/Cap:	0.06		0.20	0.25	0.90		0.01	0.10	0.74		0.90	0.01	0.05		0.74	0.41
Delay/Veh:	56.3		57.4	51.8	56.6		27.1	6.9	43.9		43.2	16.7	59.1		58.9	20.8
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:	56.3		57.4	51.8	56.6		27.1	6.9	43.9		43.2	16.7	59.1		58.9	20.8
LOS by Move:	E		E	D	E		C	A	D		D	B	E		E	C
HCM2k95thQ:	1		3	5	44		0	3	30		49	0	1		17	18

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3289: Old Bayshore Hwy and I-880 NB Ramps



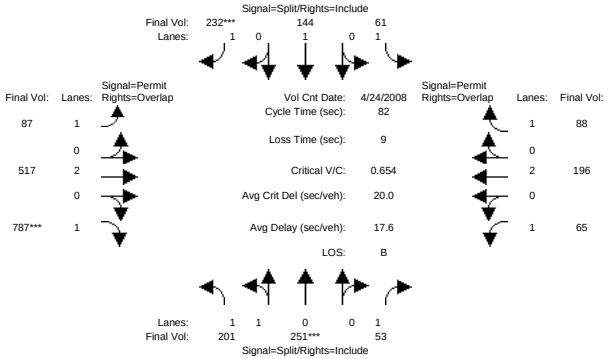
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 24 Apr 2008 << 4:30-5:30PM																
Base Vol:	130	175	37		59	140	225		87	480	770		52	137	56	
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:	130	175	37		59	140	225		87	480	770		52	137	56	
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:	130	175	37		59	140	225		87	480	770		52	137	56	
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:	130	175	37		59	140	225		87	480	770		52	137	56	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	175	37		59	140	225		87	480	770		52	137	56	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	130	175	37		59	140	225		87	480	770		52	137	56	
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	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1750	1900	1750		1750	1900	1750		1750	3800	1750		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.09	0.02		0.03	0.07	0.13		0.05	0.13	0.44		0.03	0.04	0.03	
Crit Moves:		****					****				****					
Green Time:	11.8	11.8	11.8		17.6	17.6	17.6		43.6	43.6	55.4		43.6	43.6	61.2	
Volume/Cap:	0.52	0.64	0.15		0.16	0.34	0.60		0.09	0.24	0.65		0.06	0.07	0.04	
Delay/Veh:	33.2	36.0	30.9		26.4	27.8	31.7		9.5	10.4	9.0		9.3	9.4	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:	33.2	36.0	30.9		26.4	27.8	31.7		9.5	10.4	9.0		9.3	9.4	2.7	
LOS by Move:	C	D	C		C	C	C		A	B	A		A	A	A	
HCM2k95thQ:	7	8	2		3	6	12		2	6	23		1	2	1	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3289: Old Bayshore Hwy and I-880 NB Ramps



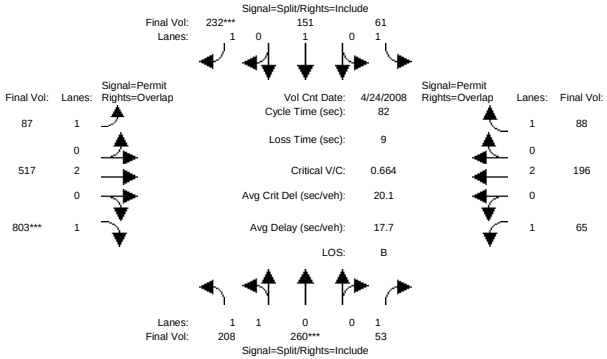
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 24 Apr 2008 << 4:30-5:30PM																
Base Vol:	130	175	37		59	140	225		87	480	770		52	137	56	
Growth Adj:	1.13	1.13	1.13		1.03	1.03	1.03		1.00	1.00	1.00		1.25	1.25	1.25	
Initial Bse:	147	198	42		61	144	232		87	480	770		65	171	70	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	54	53	11		0	0	0		0	37	17		0	25	18	
Initial Fut:	201	251	53		61	144	232		87	517	787		65	196	88	
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:	201	251	53		61	144	232		87	517	787		65	196	88	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	201	251	53		61	144	232		87	517	787		65	196	88	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	201	251	53		61	144	232		87	517	787		65	196	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	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1750	1900	1750		1750	1900	1750		1750	3800	1750		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.13	0.03		0.03	0.08	0.13		0.05	0.14	0.45		0.04	0.05	0.05	
Crit Moves:		****					****				****					
Green Time:	16.6	16.6	16.6		16.6	16.6	16.6		39.8	39.8	56.4		39.8	39.8	56.4	
Volume/Cap:	0.57	0.65	0.15		0.17	0.37	0.65		0.10	0.28	0.65		0.08	0.11	0.07	
Delay/Veh:	30.5	32.3	27.1		27.2	28.8	34.4		11.5	12.7	8.6		11.3	11.5	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:	30.5	32.3	27.1		27.2	28.8	34.4		11.5	12.7	8.6		11.3	11.5	4.2	
LOS by Move:	C	C	C		C	C	C		B	B	A		B	B	A	
HCM2k95thQ:	10	11	2		3	7	13		3	8	23		2	3	2	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3289: Old Bayshore Hwy and I-880 NB Ramps



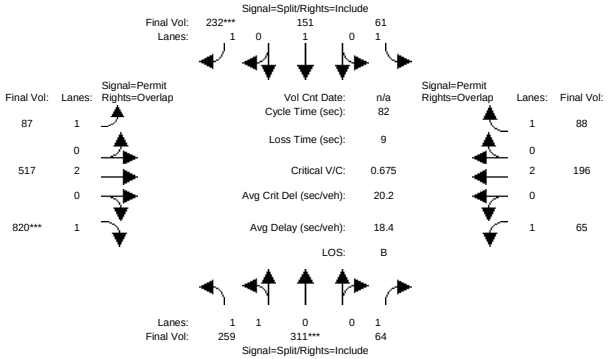
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2008 << 4:30-5:30PM												
Base Vol:	130	175	37	59	140	225	87	480	770	52	137	56
Growth Adj:	1.13	1.13	1.13	1.03	1.03	1.03	1.00	1.00	1.00	1.25	1.25	1.25
Initial Bse:	147	198	42	61	144	232	87	480	770	65	171	70
Added Vol:	7	9	0	0	7	0	0	0	16	0	0	0
ATI:	54	53	11	0	0	0	0	37	17	0	25	18
Initial Fut:	208	260	53	61	151	232	87	517	803	65	196	88
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:	208	260	53	61	151	232	87	517	803	65	196	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	260	53	61	151	232	87	517	803	65	196	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	260	53	61	151	232	87	517	803	65	196	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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.03	0.03	0.08	0.13	0.05	0.14	0.46	0.04	0.05	0.05
Crit Moves:		****				****			****			
Green Time:	16.9	16.9	16.9	16.4	16.4	16.4	39.7	39.7	56.6	39.7	39.7	56.1
Volume/Cap:	0.58	0.66	0.15	0.17	0.40	0.66	0.10	0.28	0.66	0.08	0.11	0.07
Delay/Veh:	30.3	32.3	26.8	27.5	29.2	35.1	11.5	12.7	8.7	11.4	11.5	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:	30.3	32.3	26.8	27.5	29.2	35.1	11.5	12.7	8.7	11.4	11.5	4.3
LOS by Move:	C	C	C	C	C	D	B	B	A	B	B	A
HCM2k95thQ:	10	12	2	3	7	13	3	8	24	2	3	2

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3289: Old Bayshore Hwy and I-880 NB Ramps



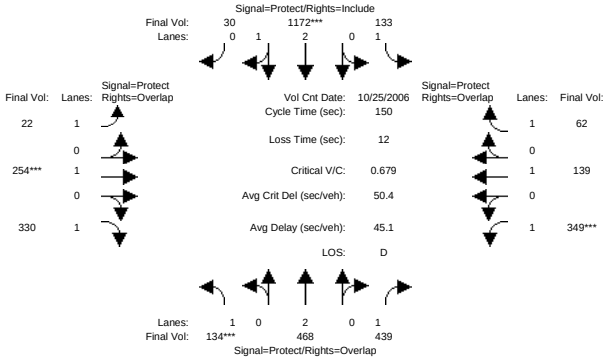
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:30-5:30PM												
Base Vol:	259	311	64	61	151	232	87	517	820	65	196	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:	259	311	64	61	151	232	87	517	820	65	196	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:	259	311	64	61	151	232	87	517	820	65	196	88
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:	259	311	64	61	151	232	87	517	820	65	196	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	311	64	61	151	232	87	517	820	65	196	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	311	64	61	151	232	87	517	820	65	196	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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.16	0.04	0.03	0.08	0.13	0.05	0.14	0.47	0.04	0.05	0.05
Crit Moves:		****				****			****			
Green Time:	19.9	19.9	19.9	16.1	16.1	16.1	37.0	37.0	56.9	37.0	37.0	53.1
Volume/Cap:	0.61	0.68	0.15	0.18	0.40	0.68	0.11	0.30	0.68	0.08	0.11	0.08
Delay/Veh:	28.8	30.3	24.6	27.7	29.5	35.8	13.0	14.4	8.8	12.9	13.0	5.4
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:	28.8	30.3	24.6	27.7	29.5	35.8	13.0	14.4	8.8	12.9	13.0	5.4
LOS by Move:	C	C	C	C	C	D	B	B	A	B	B	A
HCM2k95thQ:	12	13	3	3	7	14	3	8	24	2	3	2

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3421: Oakland Rd and Commercial 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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	

Volume Module: >> Count Date: 25 Oct 2006 << 5:00-6:00PM

Base Vol:	134	468	439	133	1172	30	22	254	330	349	139	62
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:	134	468	439	133	1172	30	22	254	330	349	139	62
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:	134	468	439	133	1172	30	22	254	330	349	139	62
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:	134	468	439	133	1172	30	22	254	330	349	139	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	468	439	133	1172	30	22	254	330	349	139	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	468	439	133	1172	30	22	254	330	349	139	62

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:	1.00	2.00	1.00	1.00	2.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5460	140	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

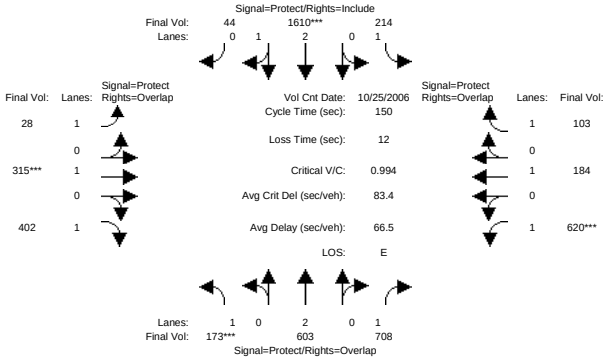
Vol/Sat:	0.08	0.12	0.25	0.08	0.21	0.21	0.01	0.13	0.19	0.20	0.07	0.04
Crit Moves:	****				****			****		****		
Green Time:	16.9	39.8	83.9	24.6	47.4	47.4	28.7	29.5	46.5	44.1	45.0	69.5
Volume/Cap:	0.68	0.46	0.45	0.46	0.68	0.68	0.07	0.68	0.61	0.68	0.24	0.08
Delay/Veh:	73.1	46.5	19.8	58.0	45.7	45.7	49.8	60.8	46.0	50.4	39.9	22.4
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:	73.1	46.5	19.8	58.0	45.7	45.7	49.8	60.8	46.0	50.4	39.9	22.4
LOS by Move:	E	D	B	E	D	D	D	E	D	D	D	C
HCM2k95thQ:	14	17	22	12	29	29	2	21	25	27	9	3

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3421: Oakland Rd and Commercial 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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	

Volume Module: >> Count Date: 25 Oct 2006 << 5:00-6:00PM

Base Vol:	134	468	439	133	1172	30	22	254	330	349	139	62
Growth Adj:	1.03	1.03	1.03	1.07	1.07	1.07	1.03	1.03	1.03	1.07	1.07	1.07
Initial Bse:	138	482	452	143	1259	32	23	261	340	375	149	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	35	121	256	71	351	12	5	54	62	245	35	36
Initial Fut:	173	603	708	214	1610	44	28	315	402	620	184	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	603	708	214	1610	44	28	315	402	620	184	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	603	708	214	1610	44	28	315	402	620	184	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	603	708	214	1610	44	28	315	402	620	184	103

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5450	150	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

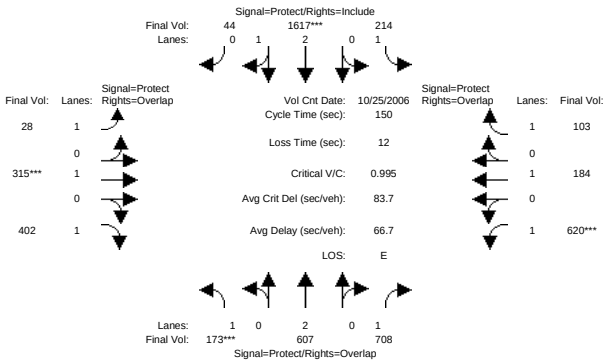
Vol/Sat:	0.10	0.16	0.40	0.12	0.30	0.30	0.02	0.17	0.23	0.35	0.10	0.06
Crit Moves:	****				****			****		****		
Green Time:	14.9	33.6	87.0	25.9	44.6	44.6	25.5	25.1	40.0	53.4	53.0	78.9
Volume/Cap:	0.99	0.71	0.70	0.71	0.99	0.99	0.09	0.99	0.86	0.99	0.27	0.11
Delay/Veh:	133.8	56.4	24.3	66.0	73.1	73.1	52.6	111	67.4	82.5	35.0	18.0
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:	133.8	56.4	24.3	66.0	73.1	73.1	52.6	111	67.4	82.5	35.0	18.0
LOS by Move:	F	E	C	E	E	E	D	F	E	F	C	B
HCM2k95thQ:	23	24	41	20	51	51	2	33	36	56	11	5

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3421: Oakland Rd and Commercial St



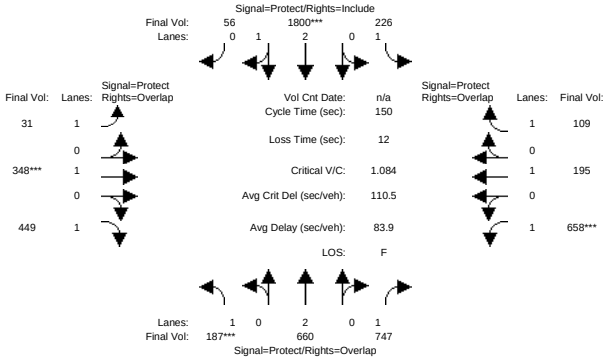
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 25 Oct 2006 << 5:00-6:00PM																
Base Vol:	134	468	439		133	1172	30		22	254	330		349	139	62	
Growth Adj:	1.03	1.03	1.03		1.07	1.07	1.07		1.03	1.03	1.03		1.07	1.07	1.07	
Initial Bse:	138	482	452		143	1259	32		23	261	340		375	149	67	
Added Vol:	0	4	0		0	7	0		0	0	0		0	0	0	
ATI:	35	121	256		71	351	12		5	54	62		245	35	36	
Initial Fut:	173	607	708		214	1617	44		28	315	402		620	184	103	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	173	607	708		214	1617	44		28	315	402		620	184	103	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	173	607	708		214	1617	44		28	315	402		620	184	103	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	173	607	708		214	1617	44		28	315	402		620	184	103	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.98	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		1.00	2.92	0.08		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1750	3800	1750		1750	5451	149		1750	1900	1750		1750	1900	1750	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.16	0.40		0.12	0.30	0.30		0.02	0.17	0.23		0.35	0.10	0.06	
Crit Moves:	****					****				****			****			
Green Time:	14.9	33.8	87.1		25.8	44.7	44.7		25.5	25.0	39.9		53.4	52.9	78.8	
Volume/Cap:	1.00	0.71	0.70		0.71	1.00	1.00		0.09	1.00	0.86		1.00	0.27	0.11	
Delay/Veh:	134.3	56.4	24.3		66.1	73.4	73.4		52.7	112	67.6		83.0	35.0	18.0	
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:	134.3	56.4	24.3		66.1	73.4	73.4		52.7	112	67.6		83.0	35.0	18.0	
LOS by Move:	F	E	C		E	E	E		D	F	E		F	D	B	
HCM2k95thQ:	23	25	41		20	51	51		2	33	36		56	11	5	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3421: Oakland Rd and Commercial St



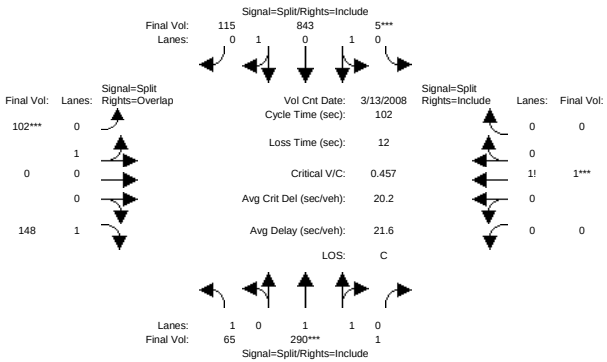
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:5:00-6:00PM																
Base Vol:	187	660	747		226	1800	56		31	348	449		658	195	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:	187	660	747		226	1800	56		31	348	449		658	195	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:	187	660	747		226	1800	56		31	348	449		658	195	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:	187	660	747		226	1800	56		31	348	449		658	195	109	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	187	660	747		226	1800	56		31	348	449		658	195	109	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	187	660	747		226	1800	56		31	348	449		658	195	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	0.98	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		1.00	2.91	0.09		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1750	3800	1750		1750	5431	169		1750	1900	1750		1750	1900	1750	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.17	0.43		0.13	0.33	0.33		0.02	0.18	0.26		0.38	0.10	0.06	
Crit Moves:	****					****				****			****			
Green Time:	14.8	34.8	86.8		25.9	45.9	45.9		24.2	25.3	40.1		52.0	53.2	79.0	
Volume/Cap:	1.08	0.75	0.74		0.75	1.08	1.08		0.11	1.08	0.96		1.08	0.29	0.12	
Delay/Veh:	160.4	57.2	26.1		68.9	101	100.5		53.9	137	85.4		110.4	35.1	18.0	
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:	160.4	57.2	26.1		68.9	101	100.5		53.9	137	85.4		110.4	35.1	18.0	
LOS by Move:	F	E	C		E	F	F		D	F	F		F	D	B	
HCM2k95thQ:	26	27	45		22	61	61		3	38	44		65	12	5	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3422: N Tenth St and Commercial St



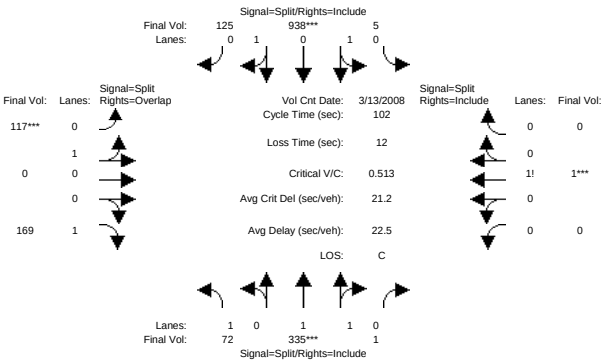
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	10	10		10	10	10		10	10	10		10	10	0		10
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 13 Mar 2008 <<																
Base Vol:	65	290		1	5	843		115	102	0		148	0	1		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:	65	290		1	5	843		115	102	0		148	0	1		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:	65	290		1	5	843		115	102	0		148	0	1		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:	65	290		1	5	843		115	102	0		148	0	1		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	65	290		1	5	843		115	102	0		148	0	1		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	65	290		1	5	843		115	102	0		148	0	1		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	0.95	0.95		0.95	0.95	0.92		0.92	1.00	1.00		0.92
Lanes:	1.00	1.99		0.01	0.01	1.75		0.24	1.00	0.00		1.00	0.00	1.00		0.00
Final Sat.:	1750	3687		13	19	3151		430	1800	0		1750	0	1900		0
Capacity Analysis Module:																
Vol/Sat:	0.04	0.08		0.08	0.27	0.27		0.27	0.06	0.00		0.08	0.00	0.00		0.00
Crit Moves:		****			****				****					****		
Green Time:	17.5	17.5		17.5	59.7	59.7		59.7	12.6	0.0		30.2	0.0	0.1		0.0
Volume/Cap:	0.22	0.46		0.46	0.46	0.46		0.46	0.46	0.00		0.29	0.00	0.46		0.00
Delay/Veh:	36.7	38.5		38.5	12.1	12.1		12.1	43.0	0.0		27.9	0.0	157		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:	36.7	38.5		38.5	12.1	12.1		12.1	43.0	0.0		27.9	0.0	157		0.0
LOS by Move:	D	D		D	B	B		B	D	A		C	A	F		A
HCM2k95thQ:	4	8		8	16	16		16	7	0		8	0	1		0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3422: N Tenth St and Commercial St



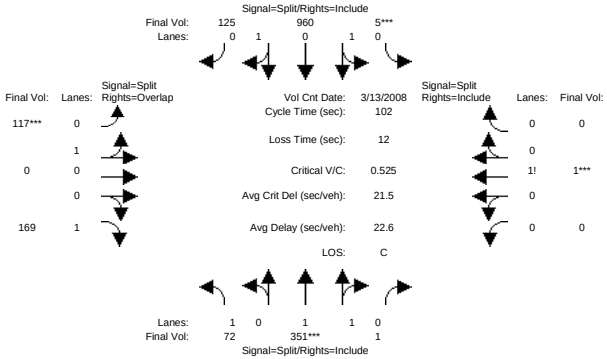
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	10	10		10	10	10		10	10	10		10	10	0		10
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 13 Mar 2008 << 4:30-5:30PM																
Base Vol:	65	290		1	5	843		115	102	0		148	0	1		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:	65	290		1	5	843		115	102	0		148	0	1		0
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
ATI:	7	45		0	0	95		10	15	0		21	0	0		0
Initial Fut:	72	335		1	5	938		125	117	0		169	0	1		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:	72	335		1	5	938		125	117	0		169	0	1		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	72	335		1	5	938		125	117	0		169	0	1		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	72	335		1	5	938		125	117	0		169	0	1		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	0.95	0.95		0.95	0.95	0.92		0.92	1.00	1.00		0.92
Lanes:	1.00	1.99		0.01	0.01	1.76		0.23	1.00	0.00		1.00	0.00	1.00		0.00
Final Sat.:	1750	3689		11	17	3162		421	1800	0		1750	0	1900		0
Capacity Analysis Module:																
Vol/Sat:	0.04	0.09		0.09	0.30	0.30		0.30	0.07	0.00		0.10	0.00	0.00		0.00
Crit Moves:		****				****			****					****		
Green Time:	18.0	18.0		18.0	58.9	58.9		58.9	12.9	0.0		31.0	0.0	0.1		0.0
Volume/Cap:	0.23	0.51		0.51	0.51	0.51		0.51	0.51	0.00		0.32	0.00	0.51		0.00
Delay/Veh:	36.4	38.7		38.7	13.1	13.1		13.1	43.6	0.0		27.7	0.0	194		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:	36.4	38.7		38.7	13.1	13.1		13.1	43.6	0.0		27.7	0.0	194		0.0
LOS by Move:	D	D		D	B	B		B	D	A		C	A	F		A
HCM2k95thQ:	4	9		9	19	19		19	8	0		9	0	1		0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3422: N Tenth St and Commercial St



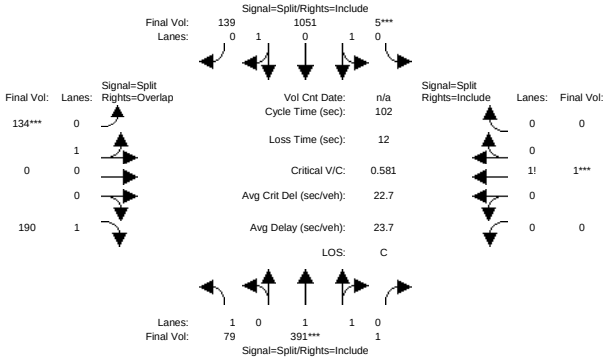
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		10	10	10		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 13 Mar 2008 << 4:30-5:30PM																
Base Vol:	65	290	1		5	843	115		102	0	148		0	1	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:	65	290	1		5	843	115		102	0	148		0	1	0	
Added Vol:	0	16	0		0	22	0		0	0	0		0	0	0	
ATI:	7	45	0		0	95	10		15	0	21		0	0	0	
Initial Fut:	72	351	1		5	960	125		117	0	169		0	1	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:	72	351	1		5	960	125		117	0	169		0	1	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	72	351	1		5	960	125		117	0	169		0	1	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	72	351	1		5	960	125		117	0	169		0	1	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		0.95	0.95	0.95		0.95	0.95	0.92		0.92	1.00	0.92	
Lanes:	1.00	1.99	0.01		0.01	1.76	0.23		1.00	0.00	1.00		0.00	1.00	0.00	
Final Sat.:	1750	3689	11		17	3171	413		1800	0	1750		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.10	0.10		0.30	0.30	0.30		0.07	0.00	0.10		0.00	0.00	0.00	
Crit Moves:		****			****				****					****		
Green Time:	18.5	18.5	18.5		58.8	58.8	58.8		12.6	0.0	31.1		0.0	0.1	0.0	
Volume/Cap:	0.23	0.53	0.53		0.53	0.53	0.53		0.53	0.00	0.32		0.00	0.53	0.00	
Delay/Veh:	36.0	38.6	38.6		13.4	13.4	13.4		44.2	0.0	27.6		0.0	208	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:	36.0	38.6	38.6		13.4	13.4	13.4		44.2	0.0	27.6		0.0	208	0.0	
LOS by Move:	D	D	D		B	B	B		D	A	C		A	F	A	
HCM2k95thQ:	4	10	10		20	20	20		8	0	9		0	1	0	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3422: N Tenth St and Commercial St



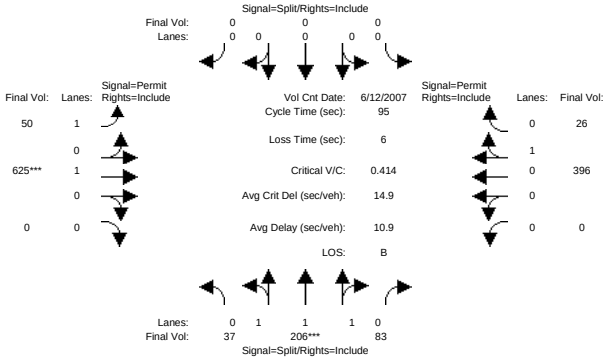
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		10	10	10		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:4:30-5:30PM																
Base Vol:	79	391	1		5	1051	139		134	0	190		0	1	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:	79	391	1		5	1051	139		134	0	190		0	1	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:	79	391	1		5	1051	139		134	0	190		0	1	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:	79	391	1		5	1051	139		134	0	190		0	1	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	79	391	1		5	1051	139		134	0	190		0	1	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	79	391	1		5	1051	139		134	0	190		0	1	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		0.95	0.95	0.95		0.95	0.95	0.92		0.92	1.00	0.92	
Lanes:	1.00	1.99	0.01		0.01	1.76	0.23		1.00	0.00	1.00		0.00	1.00	0.00	
Final Sat.:	1750	3691	9		15	3166	419		1800	0	1750		0	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.11	0.11		0.33	0.33	0.33		0.07	0.00	0.11		0.00	0.00	0.00	
Crit Moves:		****			****				****					****		
Green Time:	18.6	18.6	18.6		58.3	58.3	58.3		13.1	0.0	31.7		0.0	0.1	0.0	
Volume/Cap:	0.25	0.58	0.58		0.58	0.58	0.58		0.58	0.00	0.35		0.00	0.58	0.00	
Delay/Veh:	36.1	39.4	39.4		14.5	14.5	14.5		45.6	0.0	27.6		0.0	280	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:	36.1	39.4	39.4		14.5	14.5	14.5		45.6	0.0	27.6		0.0	280	0.0	
LOS by Move:	D	D	D		B	B	B		D	A	C		A	F	A	
HCM2k95thQ:	4	11	11		22	22	22		10	0	10		0	1	0	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3467: N 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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	

Volume Module: >> Count Date: 12 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
FinalVolume:	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:

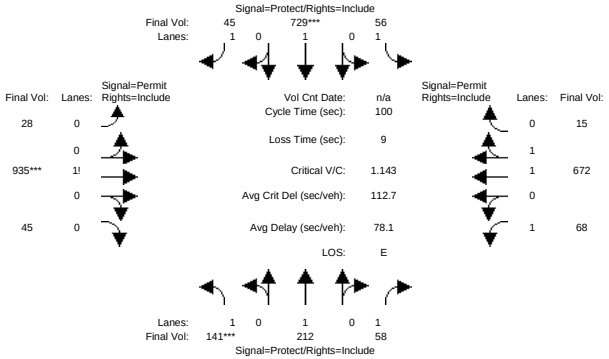
Vol/Sat:	0.06	0.06	0.06	0.00	0.00	0.00	0.03	0.33	0.00	0.00	0.23	0.23
Crit Moves:		****						****				
Green Time:	13.6	13.6	13.6	0.0	0.0	0.0	75.4	75.4	0.0	0.0	75.4	75.4
Volume/Cap:	0.41	0.41	0.41	0.00	0.00	0.00	0.04	0.41	0.00	0.00	0.30	0.30
Delay/Veh:	37.4	37.4	37.4	0.0	0.0	0.0	2.1	3.2	0.0	0.0	2.8	2.8
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:	37.4	37.4	37.4	0.0	0.0	0.0	2.1	3.2	0.0	0.0	2.8	2.8
LOS by Move:	D	D	D	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	7	7	7	0	0	0	1	11	0	0	7	7

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3467: N 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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	

Volume Module:PM

Base Vol:	127	184	43	54	671	34	12	716	40	54	515	10
Growth Adj:	1.01	1.01	1.01	1.00	1.00	1.00	1.05	1.05	1.05	1.04	1.04	1.04
Initial Bse:	128	185	43	54	671	34	13	754	42	56	536	10
Added Vol:	0	0	0	0	0	0	0	4	0	0	2	0
ATI:	13	27	15	2	58	11	15	177	3	12	134	5
Initial Fut:	141	212	58	56	729	45	28	935	45	68	672	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	212	58	56	729	45	28	935	45	68	672	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	212	58	56	729	45	28	935	45	68	672	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	212	58	56	729	45	28	935	45	68	672	15

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	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.03	0.93	0.04	1.00	1.95	0.05
Final Sat.:	1750	1900	1750	1750	1900	1750	48	1624	78	1750	3617	83

Capacity Analysis Module:

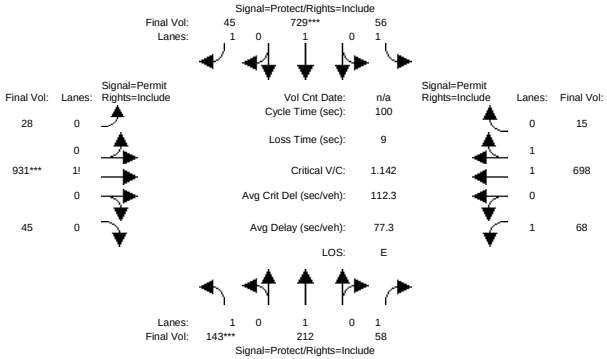
Vol/Sat:	0.08	0.11	0.03	0.03	0.38	0.03	0.58	0.58	0.58	0.04	0.19	0.19
Crit Moves:	****				****			****				
Green Time:	7.0	25.0	25.0	15.6	33.6	33.6	50.4	50.4	50.4	50.4	50.4	50.4
Volume/Cap:	1.14	0.45	0.13	0.20	1.14	0.08	1.14	1.14	1.14	0.08	0.37	0.37
Delay/Veh:	171.1	32.4	29.3	37.1	115	22.7	102.6	103	102.6	12.8	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	171.1	32.4	29.3	37.1	115	22.7	102.6	103	102.6	12.8	15.2	15.2
LOS by Move:	F	C	C	D	F	C	F	F	F	B	B	B
HCM2k95thQ:	18	11	3	4	58	2	74	74	74	2	13	13

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3467: N 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:PM												
Base Vol:	127	184	43	54	671	34	12	716	40	54	515	10
Growth Adj:	1.01	1.01	1.01	1.00	1.00	1.00	1.05	1.05	1.05	1.04	1.04	1.04
Initial Bse:	128	185	43	54	671	34	13	754	42	56	536	10
Added Vol:	2	0	0	0	0	0	0	0	0	0	28	0
ATI:	13	27	15	2	58	11	15	177	3	12	134	5
Initial Fut:	143	212	58	56	729	45	28	931	45	68	698	15
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	212	58	56	729	45	28	931	45	68	698	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	212	58	56	729	45	28	931	45	68	698	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	212	58	56	729	45	28	931	45	68	698	15
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	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.03	0.93	0.04	1.00	1.96	0.04
Final Sat.:	1750	1900	1750	1750	1900	1750	48	1623	79	1750	3620	80
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.03	0.03	0.38	0.03	0.57	0.57	0.57	0.04	0.19	0.19
Crit Moves:	****				****			****				
Green Time:	7.2	25.1	25.1	15.7	33.6	33.6	50.2	50.2	50.2	50.2	50.2	50.2
Volume/Cap:	1.14	0.45	0.13	0.20	1.14	0.08	1.14	1.14	1.14	0.08	0.38	0.38
Delay/Veh:	170.0	32.3	29.2	37.1	115	22.7	102.2	102	102.2	12.9	15.5	15.5
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:	170.0	32.3	29.2	37.1	115	22.7	102.2	102	102.2	12.9	15.5	15.5
LOS by Move:	F	C	C	D	F	C	F	F	F	B	B	B
HCM2k95thQ:	19	11	3	4	58	2	74	74	74	2	13	13

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
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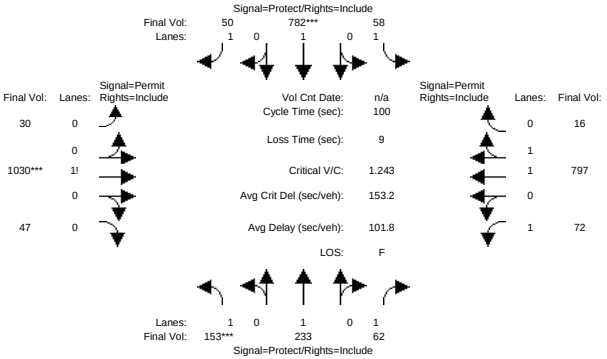
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #3467: N Eleventh St and Taylor St (P)



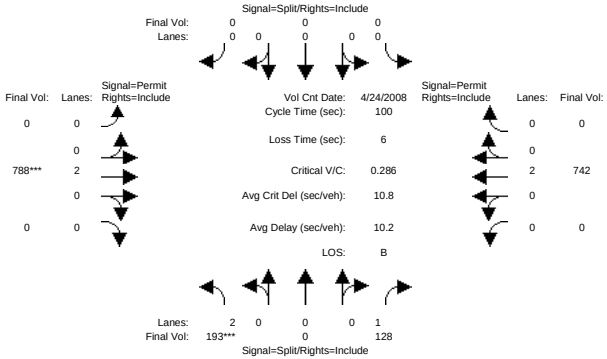
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:PM												
Base Vol:	153	233	62	58	782	50	30	1030	47	72	797	16
Growth 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:	153	233	62	58	782	50	30	1030	47	72	797	16
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:	153	233	62	58	782	50	30	1030	47	72	797	16
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:	153	233	62	58	782	50	30	1030	47	72	797	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	233	62	58	782	50	30	1030	47	72	797	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	233	62	58	782	50	30	1030	47	72	797	16
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	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.03	0.93	0.04	1.00	1.96	0.04
Final Sat.:	1750	1900	1750	1750	1900	1750	47	1628	74	1750	3627	73
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.04	0.03	0.41	0.03	0.63	0.63	0.63	0.04	0.22	0.22
Crit Moves:	****				****			****				
Green Time:	7.0	25.5	25.5	14.6	33.1	33.1	50.9	50.9	50.9	50.9	50.9	50.9
Volume/Cap:	1.24	0.48	0.14	0.23	1.24	0.09	1.24	1.24	1.24	0.08	0.43	0.43
Delay/Veh:	207.0	32.3	28.9	38.2	156	23.1	143.6	144	143.6	12.6	15.6	15.6
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:	207.0	32.3	28.9	38.2	156	23.1	143.6	144	143.6	12.6	15.6	15.6
LOS by Move:	F	C	C	D	F	C	F	F	F	B	B	B
HCM2k95thQ:	21	12	3	4	70	2	96	96	96	2	15	15

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3469: N 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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	

Volume Module: >> Count Date: 24 Apr 2008 << 4:00-5:00PM

Base Vol:	193	0	128	0	0	0	0	788	0	0	742	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:	193	0	128	0	0	0	0	788	0	0	742	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:	193	0	128	0	0	0	0	788	0	0	742	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:	193	0	128	0	0	0	0	788	0	0	742	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	0	128	0	0	0	0	788	0	0	742	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	0	128	0	0	0	0	788	0	0	742	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:

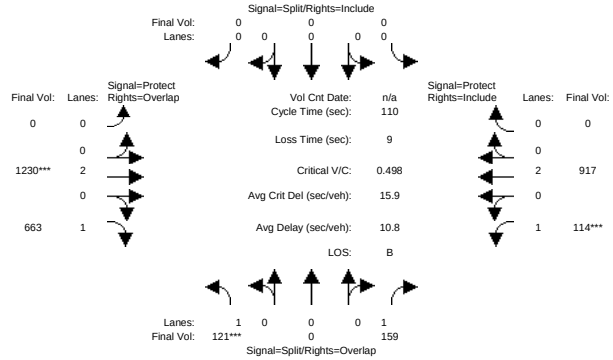
Vol/Sat:	0.06	0.00	0.07	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.20	0.00
Crit Moves:	****							****				
Green Time:	24.5	0.0	24.5	0.0	0.0	0.0	0.0	69.5	0.0	0.0	69.5	0.0
Volume/Cap:	0.25	0.00	0.30	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.28	0.00
Delay/Veh:	30.5	0.0	31.1	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.8	0.0
User 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:	30.5	0.0	31.1	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.8	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	6	0	7	0	0	0	0	9	0	0	8	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3469: N 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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	

Volume Module:PM

Base Vol:	104	0	125	0	0	0	0	927	580	91	664	0
Growth Adj:	1.01	1.01	1.01	1.00	1.00	1.00	1.07	1.07	1.07	1.06	1.06	1.06
Initial Bse:	105	0	126	0	0	0	0	991	620	96	702	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
ATI:	16	0	33	0	0	0	0	239	43	18	214	0
Initial Fut:	121	0	159	0	0	0	0	1230	663	114	917	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:	121	0	159	0	0	0	0	1230	663	114	917	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	0	159	0	0	0	0	1230	663	114	917	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	0	159	0	0	0	0	1230	663	114	917	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	0.09	0.00	0.00	0.00	0.00	0.32	0.38	0.07	0.24	0.00
Crit Moves:	****							****		****		
Green Time:	15.2	0.0	29.6	0.0	0.0	0.0	0.0	71.4	86.6	14.4	85.8	0.0
Volume/Cap:	0.50	0.00	0.34	0.00	0.00	0.00	0.00	0.50	0.48	0.50	0.31	0.00
Delay/Veh:	45.5	0.0	32.7	0.0	0.0	0.0	0.0	10.2	4.3	46.1	3.6	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:	45.5	0.0	32.7	0.0	0.0	0.0	0.0	10.2	4.3	46.1	3.6	0.0
LOS by Move:	D	A	C	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	9	0	9	0	0	0	0	18	14	7	8	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
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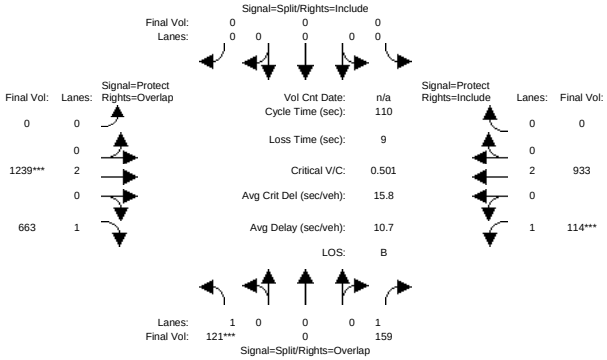
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #3469: N Eleventh St and Hedding St



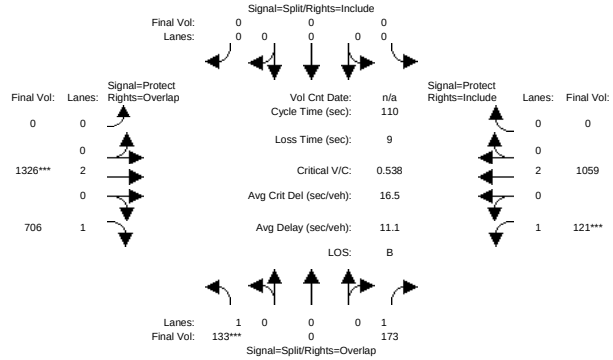
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:PM												
Base Vol:	104	0	125	0	0	0	0	927	580	91	664	0
Growth Adj:	1.01	1.01	1.01	1.00	1.00	1.00	1.07	1.07	1.07	1.06	1.06	1.06
Initial Bse:	105	0	126	0	0	0	0	991	620	96	702	0
Added Vol:	0	0	0	0	0	0	0	9	0	0	17	0
ATI:	16	0	33	0	0	0	0	239	43	18	214	0
Initial Fut:	121	0	159	0	0	0	0	1239	663	114	933	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:	121	0	159	0	0	0	0	1239	663	114	933	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	0	159	0	0	0	0	1239	663	114	933	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	0	159	0	0	0	0	1239	663	114	933	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	0.09	0.00	0.00	0.00	0.00	0.33	0.38	0.07	0.25	0.00
Crit Moves:	****							****		****		
Green Time:	15.1	0.0	29.4	0.0	0.0	0.0	0.0	71.6	86.7	14.3	85.9	0.0
Volume/Cap:	0.50	0.00	0.34	0.00	0.00	0.00	0.00	0.50	0.48	0.50	0.31	0.00
Delay/Veh:	45.6	0.0	32.9	0.0	0.0	0.0	0.0	10.1	4.2	46.3	3.6	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:	45.6	0.0	32.9	0.0	0.0	0.0	0.0	10.1	4.2	46.3	3.6	0.0
LOS by Move:	D	A	C	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	9	0	9	0	0	0	0	18	14	7	9	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3469: N Eleventh St and Hedding St



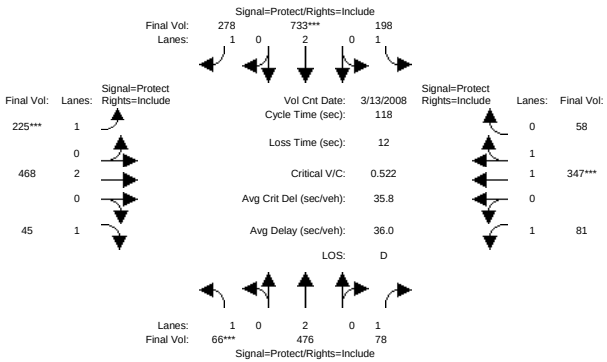
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:PM												
Base Vol:	133	0	173	0	0	0	0	1326	706	121	1059	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	0	173	0	0	0	0	1326	706	121	1059	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:	133	0	173	0	0	0	0	1326	706	121	1059	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:	133	0	173	0	0	0	0	1326	706	121	1059	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	0	173	0	0	0	0	1326	706	121	1059	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	0	173	0	0	0	0	1326	706	121	1059	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:	0.08	0.00	0.10	0.00	0.00	0.00	0.00	0.35	0.40	0.07	0.28	0.00
Crit Moves:	****							****		****		
Green Time:	15.5	0.0	29.7	0.0	0.0	0.0	0.0	71.3	86.9	14.1	85.5	0.0
Volume/Cap:	0.54	0.00	0.37	0.00	0.00	0.00	0.00	0.54	0.51	0.54	0.36	0.00
Delay/Veh:	46.3	0.0	33.0	0.0	0.0	0.0	0.0	10.7	4.4	47.5	3.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	0.0	33.0	0.0	0.0	0.0	0.0	10.7	4.4	47.5	3.9	0.0
LOS by Move:	D	A	C	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	10	0	10	0	0	0	0	20	16	8	10	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3496: N First St and Hedding St

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Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7  10  10     7  10  10     7  10  10     7  10  10
Y+R:          4.0 4.0 4.0   4.0 4.0 4.0   4.0 4.0 4.0   4.0 4.0 4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Mar 2008 <<
Base Vol:      66 476  78   198 733 278   225 468  45    81 347  58
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:   66 476  78   198 733 278   225 468  45    81 347  58
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:   66 476  78   198 733 278   225 468  45    81 347  58
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:    66 476  78   198 733 278   225 468  45    81 347  58
Reduct Vol:     0   0   0     0   0   0     0   0   0     0   0   0
Reduced Vol:   66 476  78   198 733 278   225 468  45    81 347  58
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   66 476  78   198 733 278   225 468  45    81 347  58
------------|---------------||---------------||---------------||---------------|
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 1.71 0.29
Final Sat.:  1750 3800 1750 1750 3800 1750 1750 3800 1750 1750 3170  530
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.13 0.04 0.11 0.19 0.16 0.13 0.12 0.03 0.05 0.11 0.11
Crit Moves:  ****           ****      ****           ****
Green Time:   8.5 27.4 27.4 24.8 43.6 43.6 29.1 36.3 36.3 17.5 24.8 24.8
Volume/Cap:  0.52 0.54 0.19 0.54 0.52 0.43 0.52 0.40 0.08 0.31 0.52 0.52
Delay/Veh:   56.7 40.4 36.6 43.2 29.4 28.3 39.6 32.5 29.1 45.6 42.0 42.0
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:  56.7 40.4 36.6 43.2 29.4 28.3 39.6 32.5 29.1 45.6 42.0 42.0
LOS by Move:    E    D    D    D    C    C    D    C    C    D    D    D
HCM2k95thQ:     6   15    5   14   19   15   14   12    2    6   14   14
Note: Queue reported is the number of cars per lane.
```
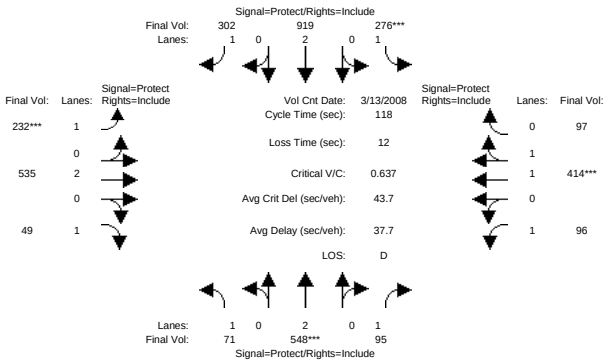


Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3496: N 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
Y+R:          4.0 4.0 4.0   4.0 4.0 4.0   4.0 4.0 4.0   4.0 4.0 4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Mar 2008 <<
Base Vol:      66 476  78   198 733 278   225 468  45    81 347  58
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:   66 476  78   198 733 278   225 468  45    81 347  58
Added Vol:      0   0   0     0   0   0     0   0   0     0   0   0
ATI:            5  72  17    78 186  24     7  67   4    15  67  39
Initial Fut:   71 548  95   276 919 302   232 535  49    96 414  97
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:    71 548  95   276 919 302   232 535  49    96 414  97
Reduct Vol:     0   0   0     0   0   0     0   0   0     0   0   0
Reduced Vol:   71 548  95   276 919 302   232 535  49    96 414  97
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   71 548  95   276 919 302   232 535  49    96 414  97
------------|---------------||---------------||---------------||---------------|
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 1.61 0.39
Final Sat.:  1750 3800 1750 1750 3800 1750 1750 3800 1750 1750 2997  702
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.14 0.05 0.16 0.24 0.17 0.13 0.14 0.03 0.05 0.14 0.14
Crit Moves:       ****      ****           ****           ****
Green Time:  11.0 26.7 26.7 29.2 44.9 44.9 24.5 35.3 35.3 14.9 25.6 25.6
Volume/Cap:  0.43 0.64 0.24 0.64 0.64 0.45 0.64 0.47 0.09 0.44 0.64 0.64
Delay/Veh:   52.4 42.9 37.7 42.8 30.8 27.9 46.4 34.1 29.9 49.1 43.7 43.7
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:  52.4 42.9 37.7 42.8 30.8 27.9 46.4 34.1 29.9 49.1 43.7 43.7
LOS by Move:    D    D    D    D    C    C    D    C    C    D    D    D
HCM2k95thQ:     6   18    6   19   25   17   16   14    3    8   18   18
Note: Queue reported is the number of cars per lane.
```

Cannery Park Residential Mixed-Use Project
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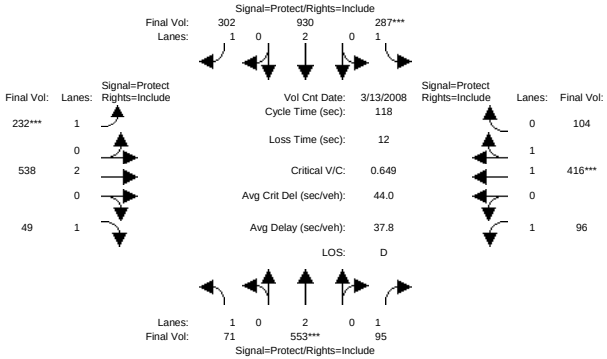
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #3496: N First St and Hedding St



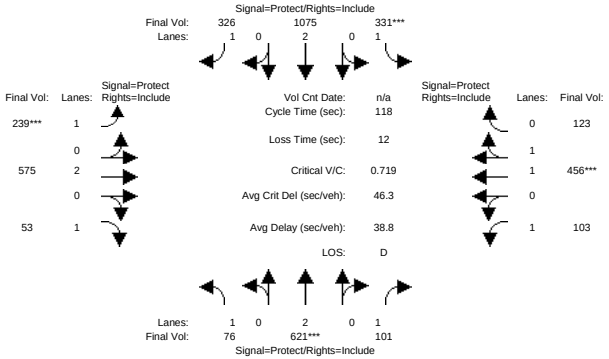
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 13 Mar 2008 <<																								
Base Vol:	66		476		78		198		733		278		225		468		45		81		347		58	
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:	66		476		78		198		733		278		225		468		45		81		347		58	
Added Vol:	0		5		0		11		11		0		0		3		0		0		2		7	
ATI:	5		72		17		78		186		24		7		67		4		15		67		39	
Initial Fut:	71		553		95		287		930		302		232		538		49		96		416		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:	71		553		95		287		930		302		232		538		49		96		416		104	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	71		553		95		287		930		302		232		538		49		96		416		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	
FinalVolume:	71		553		95		287		930		302		232		538		49		96		416		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		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		1.59		0.41	
Final Sat.:	1750		3800		1750		1750		3800		1750		1750		3800		1750		1750		2959		740	
Capacity Analysis Module:																								
Vol/Sat:	0.04		0.15		0.05		0.16		0.24		0.17		0.13		0.14		0.03		0.05		0.14		0.14	
Crit Moves:			****				****						****								****			
Green Time:	11.0		26.5		26.5		29.8		45.3		45.3		24.1		35.0		35.0		14.7		25.6		25.6	
Volume/Cap:	0.44		0.65		0.24		0.65		0.64		0.45		0.65		0.48		0.09		0.44		0.65		0.65	
Delay/Veh:	52.4		43.3		37.9		42.8		30.6		27.5		47.2		34.3		30.1		49.3		44.0		44.0	
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:	52.4		43.3		37.9		42.8		30.6		27.5		47.2		34.3		30.1		49.3		44.0		44.0	
LOS by Move:	D		D		D		D		C		C		D		C		C		D		D		D	
HCM2k95thQ:	6		18		6		20		25		16		16		15		3		8		18		18	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3496: N First St and Hedding St



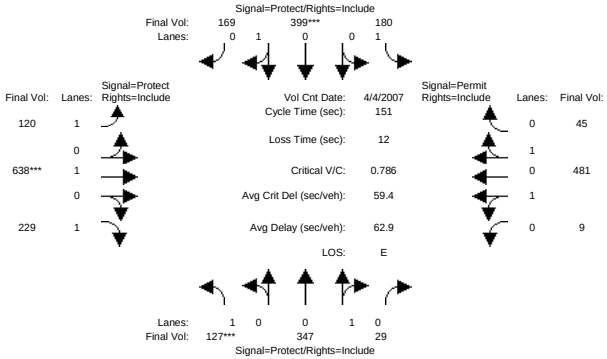
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:																								
Base Vol:	76		621		101		331		1075		326		239		575		53		103		456		123	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	76		621		101		331		1075		326		239		575		53		103		456		123	
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:	76		621		101		331		1075		326		239		575		53		103		456		123	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	76		621		101		331		1075		326		239		575		53		103		456		123	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	76		621		101		331		1075		326		239		575		53		103		456		123	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	76		621		101		331		1075		326		239		575		53		103		456		123	
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		1.56		0.44	
Final Sat.:	1750		3800		1750		1750		3800		1750		1750		3800		1750		1750		2913		786	
Capacity Analysis Module:																								
Vol/Sat:	0.04		0.16		0.06		0.19		0.28		0.19		0.14		0.15		0.03		0.06		0.16		0.16	
Crit Moves:			****				****						****								****			
Green Time:	10.0		26.8		26.8		31.1		47.8		47.8		22.4		34.6		34.6		13.6		25.7		25.7	
Volume/Cap:	0.51		0.72		0.25		0.72		0.70		0.46		0.72		0.52		0.10		0.51		0.72		0.72	
Delay/Veh:	54.6		45.0		37.7		44.9		30.5		26.1		52.2		35.2		30.5		51.4		46.0		46.0	
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:	54.6		45.0		37.7		44.9		30.5		26.1		52.2		35.2		30.5		51.4		46.0		46.0	
LOS by Move:	D		D		D		D		C		C		D		D		C		D		D		D	
HCM2k95thQ:	7		21		7		23		29		17		17		16		3		9		20		20	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3519: N First St and Taylor St (P)

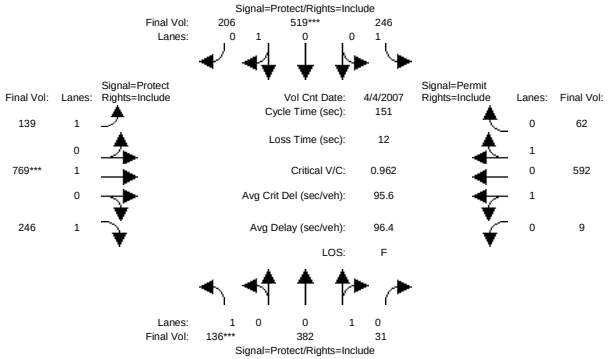



```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7  10  10      7  10  10      7  10  10      10  10  10
Y+R:          4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0     4.0 4.0 4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Apr 2007 << 4:45-5:45PM
Base Vol:     127 347  29   180 399 169   120 638 229      9 481  45
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:  127 347  29   180 399 169   120 638 229      9 481  45
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:  127 347  29   180 399 169   120 638 229      9 481  45
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:   127 347  29   180 399 169   120 638 229      9 481  45
Reduct Vol:     0   0   0     0   0   0     0   0   0      0   0   0
Reduced Vol:  127 347  29   180 399 169   120 638 229      9 481  45
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  127 347  29   180 399 169   120 638 229      9 481  45
------------|---------------||---------------||---------------||---------------|
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 0.92 0.08 1.00 0.70 0.30 1.00 1.00 1.00  0.03 1.80 0.17
Final Sat.:  1750 1661  139 1750 1264  536 1750 1900 1750    61 3237  303
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.21 0.21 0.10 0.32 0.32 0.07 0.34 0.13  0.15 0.15 0.15
Crit Moves:  ****            ****           ****
Green Time:  11.6 41.4 41.4 20.4 50.3 50.3 53.5 77.2 77.2  23.7 23.7 23.7
Volume/Cap:  0.95 0.76 0.76 0.76 0.95 0.95 0.19 0.66 0.26  0.95 0.95 0.95
Delay/Veh:  134.3 60.8 60.8 83.4 75.0 75.0 34.5 30.6 21.5  90.0 90.0 90.0
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: 134.3 60.8 60.8 83.4 75.0 75.0 34.5 30.6 21.5  90.0 90.0 90.0
LOS by Move:    F    E    E    F    E    E    C    C    C     F    F    F
HCM2k95thQ:    17   29   29   18   50   50    8   36   12    27   27   27
Note: Queue reported is the number of cars per lane.
```


Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3519: N First St and Taylor St (P)

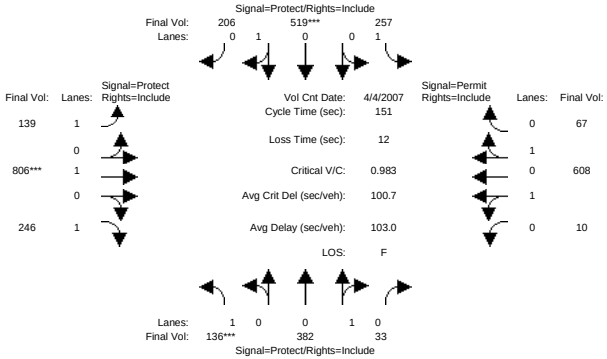



```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7  10  10      7  10  10      7  10  10      10   0   0
Y+R:          4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0     4.0 4.0 4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Apr 2007 << 4:45-5:45PM
Base Vol:     127 347  29   180 399 169   120 638 229      9 481  45
Growth Adj:  1.00 1.00 1.00 1.02 1.02 1.02 1.03 1.03 1.03  1.03 1.03 1.03
Initial Bse:  127 347  29   184 409 173   124 657 236      9 496  46
Added Vol:      0   0   0     0   0   0     0   1   0      0   1   0
ATI:            9  35   2    62 110  33    15 111  10      0  95  16
Initial Fut:  136 382  31   246 519 206   139 769 246      9 592  62
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:   136 382  31   246 519 206   139 769 246      9 592  62
Reduct Vol:     0   0   0     0   0   0     0   0   0      0   0   0
Reduced Vol:  136 382  31   246 519 206   139 769 246      9 592  62
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  136 382  31   246 519 206   139 769 246      9 592  62
------------|---------------||---------------||---------------||---------------|
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 0.92 0.08 1.00 0.72 0.28 1.00 1.00 1.00  0.03 1.78 0.19
Final Sat.:  1750 1665  135 1750 1288  512 1750 1900 1750    50 3211  339
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.23 0.23 0.14 0.40 0.40 0.08 0.40 0.14  0.18 0.18 0.18
Crit Moves:  ****            ****           ****
Green Time:  10.1 38.7 38.7 23.7 52.3 52.3 52.6 76.6 76.6  23.9 23.9 23.9
Volume/Cap:  1.16 0.90 0.90 0.90 1.16 1.16 0.23 0.80 0.28  1.16 1.16 1.16
Delay/Veh:  203.7 73.9 73.9 91.4 139 139.1 35.0 35.6 21.5 154.6 155 154.6
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: 203.7 73.9 73.9 91.4 139 139.1 35.0 35.6 21.5 154.6 155 154.6
LOS by Move:    F    E    E    F    F    F    D    D    C     F    F    F
HCM2k95thQ:    22   38   38   27   78   78    9   48   13    41   41   41
Note: Queue reported is the number of cars per lane.
```

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3519: N First St and Taylor St (P)



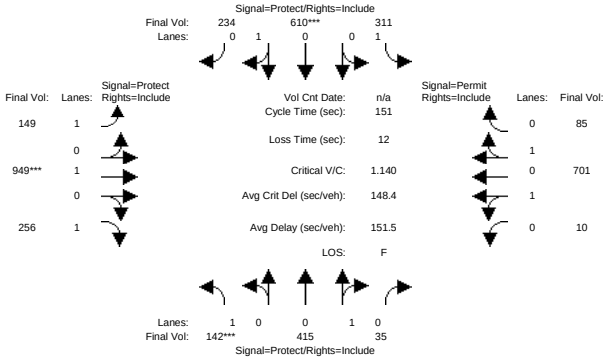
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	10		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 4:45-5:45PM																
Base Vol:	127	347		29	180	399		169	120	638		229	9	481		45
Growth Adj:	1.00	1.00		1.00	1.02	1.02		1.02	1.03	1.03		1.03	1.03	1.03		1.03
Initial Bse:	127	347		29	184	409		173	124	657		236	9	496		46
Added Vol:	0	0		2	11	0		0	0	38		0	1	17		5
ATI:	9	35		2	62	110		33	15	111		10	0	95		16
Initial Fut:	136	382		33	257	519		206	139	806		246	10	608		67
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	136	382		33	257	519		206	139	806		246	10	608		67
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	136	382		33	257	519		206	139	806		246	10	608		67
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	136	382		33	257	519		206	139	806		246	10	608		67
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	0.92		0.08	1.00	0.72		0.28	1.00	1.00		1.00	0.03	1.77		0.20
Final Sat.:	1750	1657		143	1750	1288		512	1750	1900		1750	54	3192		354
Capacity Analysis Module:																
Vol/Sat:	0.08	0.23		0.23	0.15	0.40		0.40	0.08	0.42		0.14	0.19	0.19		0.19
Crit Moves:	****					****				****						
Green Time:	9.9	37.2		37.2	23.7	51.1		51.1	53.9	78.0		78.0	24.2	24.2		24.2
Volume/Cap:	1.19	0.94		0.94	0.94	1.19		1.19	0.22	0.82		0.27	1.19	1.19		1.19
Delay/Veh:	214.5	82.9		82.9	100.2	151		151.0	34.1	36.3		20.7	165.3	165		165.3
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:	214.5	82.9		82.9	100.2	151		151.0	34.1	36.3		20.7	165.3	165		165.3
LOS by Move:	F	F		F	F	F		F	C	D		C	F	F		F
HCM2k95thQ:	22	39		39	29	80		80	9	51		13	43	43		43

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3519: N First St and Taylor St (P)



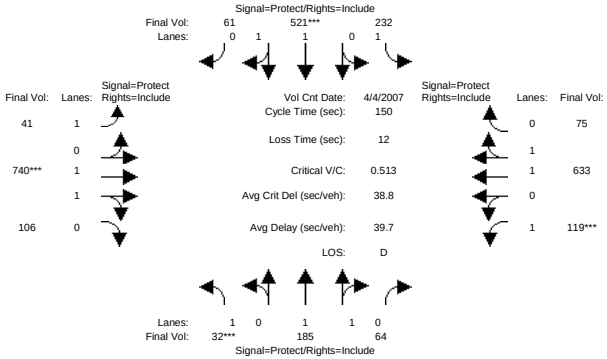
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	10		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:4:45-5:45PM																
Base Vol:	142	415		35	311	610		234	149	949		256	10	701		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:	142	415		35	311	610		234	149	949		256	10	701		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:	142	415		35	311	610		234	149	949		256	10	701		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:	142	415		35	311	610		234	149	949		256	10	701		85
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	142	415		35	311	610		234	149	949		256	10	701		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
FinalVolume:	142	415		35	311	610		234	149	949		256	10	701		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	1.00		0.92	0.95	0.95		0.95
Lanes:	1.00	0.92		0.08	1.00	0.72		0.28	1.00	1.00		1.00	0.03	1.76		0.21
Final Sat.:	1750	1660		140	1750	1301		499	1750	1900		1750	45	3170		384
Capacity Analysis Module:																
Vol/Sat:	0.08	0.25		0.25	0.18	0.47		0.47	0.09	0.50		0.15	0.22	0.22		0.22
Crit Moves:	****					****				****						
Green Time:	8.9	35.2		35.2	25.0	51.3		51.3	54.6	78.8		78.8	24.2	24.2		24.2
Volume/Cap:	1.38	1.07		1.07	1.07	1.38		1.38	0.24	0.96		0.28	1.38	1.38		1.38
Delay/Veh:	291.5	123		122.9	136.7	231		231.1	33.8	53.4		20.4	245.2	245		245.2
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:	291.5	123		122.9	136.7	231		231.1	33.8	53.4		20.4	245.2	245		245.2
LOS by Move:	F	F		F	F	F		F	C	D		C	F	F		F
HCM2k95thQ:	25	48		48	37	108		108	10	70		13	56	56		56

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3534: N Fourth St and Hedding St (P)



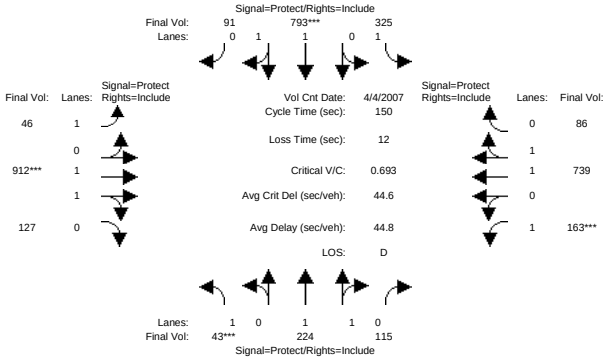
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 4:45-5:45PM												
Base Vol:	32	185	64	232	521	61	41	740	106	119	633	75
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:	32	185	64	232	521	61	41	740	106	119	633	75
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:	32	185	64	232	521	61	41	740	106	119	633	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:	32	185	64	232	521	61	41	740	106	119	633	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	185	64	232	521	61	41	740	106	119	633	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
FinalVolume:	32	185	64	232	521	61	41	740	106	119	633	75
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	1.47	0.53	1.00	1.78	0.22	1.00	1.74	0.26	1.00	1.78	0.22
Final Sat.:	1750	2748	951	1750	3312	388	1750	3236	464	1750	3308	392
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.13	0.16	0.16	0.02	0.23	0.23	0.07	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	7.0	17.6	17.6	34.7	45.4	45.4	16.8	66.0	66.0	19.6	68.8	68.8
Volume/Cap:	0.39	0.57	0.57	0.57	0.52	0.52	0.21	0.52	0.52	0.52	0.42	0.42
Delay/Veh:	72.5	64.4	64.4	53.0	43.7	43.7	61.1	30.8	30.8	62.9	27.3	27.3
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:	72.5	64.4	64.4	53.0	43.7	43.7	61.1	30.8	30.8	62.9	27.3	27.3
LOS by Move:	E	E	E	D	D	D	E	C	C	E	C	C
HCM2k95thQ:	4	12	12	19	21	21	4	25	25	12	20	20

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3534: N Fourth St and Hedding St (P)



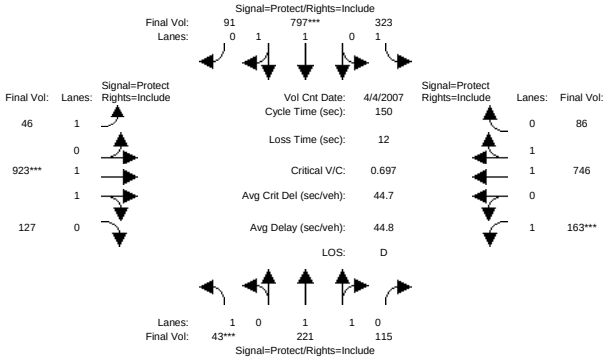
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 4:45-5:45PM												
Base Vol:	32	185	64	232	521	61	41	740	106	119	633	75
Growth Adj:	1.01	1.01	1.01	1.22	1.22	1.22	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	32	187	65	282	634	74	43	769	110	124	657	78
Added Vol:	0	1	0	0	0	0	0	1	0	0	0	0
ATI:	11	36	50	43	159	17	3	142	17	39	82	8
Initial Fut:	43	224	115	325	793	91	46	912	127	163	739	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:	43	224	115	325	793	91	46	912	127	163	739	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	224	115	325	793	91	46	912	127	163	739	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
FinalVolume:	43	224	115	325	793	91	46	912	127	163	739	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.30	0.70	1.00	1.79	0.21	1.00	1.75	0.25	1.00	1.79	0.21
Final Sat.:	1750	2446	1253	1750	3318	382	1750	3247	453	1750	3315	385
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.19	0.24	0.24	0.03	0.28	0.28	0.09	0.22	0.22
Crit Moves:	****				****			****		****		
Green Time:	7.0	19.2	19.2	38.9	51.1	51.1	13.8	60.0	60.0	19.9	66.1	66.1
Volume/Cap:	0.53	0.72	0.72	0.72	0.70	0.70	0.28	0.70	0.70	0.70	0.51	0.51
Delay/Veh:	76.4	68.0	68.0	55.9	44.6	44.6	64.4	39.0	39.0	71.5	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:	76.4	68.0	68.0	55.9	44.6	44.6	64.4	39.0	39.0	71.5	30.5	30.5
LOS by Move:	E	E	E	E	D	D	E	D	D	E	C	C
HCM2k95thQ:	6	17	17	27	32	32	5	35	35	17	24	24

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3534: N 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 4:45-5:45PM												
Base Vol:	32	185	64	232	521	61	41	740	106	119	633	75
Growth Adj:	1.01	1.01	1.01	1.22	1.22	1.22	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	32	187	65	282	634	74	43	769	110	124	657	78
Added Vol:	0	-2	0	-2	4	0	0	12	0	0	7	0
ATI:	11	36	50	43	159	17	3	142	17	39	82	8
Initial Fut:	43	221	115	323	797	91	46	923	127	163	746	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:	43	221	115	323	797	91	46	923	127	163	746	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	221	115	323	797	91	46	923	127	163	746	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
FinalVolume:	43	221	115	323	797	91	46	923	127	163	746	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.30	0.70	1.00	1.79	0.21	1.00	1.75	0.25	1.00	1.79	0.21
Final Sat.:	1750	2434	1264	1750	3320	380	1750	3252	448	1750	3318	382
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.18	0.24	0.24	0.03	0.28	0.28	0.09	0.22	0.22
Crit Moves:	****				****			****		****		
Green Time:	7.0	19.1	19.1	38.9	51.0	51.0	13.7	60.3	60.3	19.7	66.3	66.3
Volume/Cap:	0.53	0.71	0.71	0.71	0.71	0.71	0.28	0.71	0.71	0.71	0.51	0.51
Delay/Veh:	76.4	67.9	67.9	55.7	44.9	44.9	64.5	39.0	39.0	72.0	30.4	30.4
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:	76.4	67.9	67.9	55.7	44.9	44.9	64.5	39.0	39.0	72.0	30.4	30.4
LOS by Move:	E	E	E	E	D	D	E	D	D	E	C	C
HCM2k95thQ:	6	17	17	27	32	32	5	35	35	17	25	25

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

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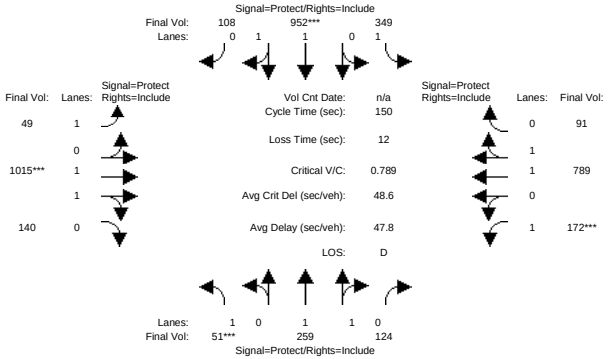
Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3534: N 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45-5:45PM												
Base Vol:	51	259	124	349	952	108	49	1015	140	172	789	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	259	124	349	952	108	49	1015	140	172	789	91
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:	51	259	124	349	952	108	49	1015	140	172	789	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:	51	259	124	349	952	108	49	1015	140	172	789	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	259	124	349	952	108	49	1015	140	172	789	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	259	124	349	952	108	49	1015	140	172	789	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.33	0.67	1.00	1.79	0.21	1.00	1.75	0.25	1.00	1.79	0.21
Final Sat.:	1750	2501	1197	1750	3323	377	1750	3251	448	1750	3317	383
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.20	0.29	0.29	0.03	0.31	0.31	0.10	0.24	0.24
Crit Moves:	****				****			****		****		
Green Time:	7.0	20.8	20.8	40.1	53.8	53.8	12.7	58.7	58.7	18.5	64.5	64.5
Volume/Cap:	0.62	0.75	0.75	0.75	0.80	0.80	0.33	0.80	0.80	0.80	0.55	0.55
Delay/Veh:	84.4	68.0	68.0	56.8	46.7	46.7	66.0	43.6	43.6	82.5	32.4	32.4
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:	84.4	68.0	68.0	56.8	46.7	46.7	66.0	43.6	43.6	82.5	32.4	32.4
LOS by Move:	F	E	E	E	D	D	E	D	D	F	C	C
HCM2k95thQ:	7	19	19	29	39	39	5	42	42	19	27	27

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

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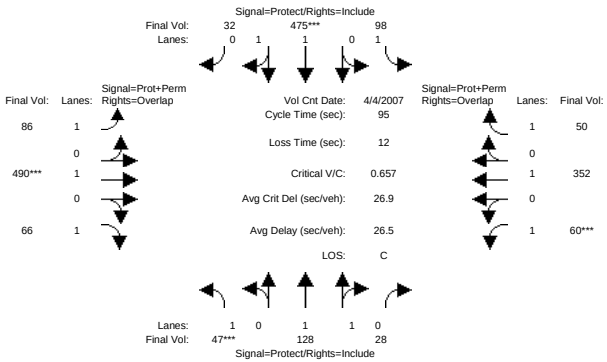
Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3544: N Fourth St and Taylor St



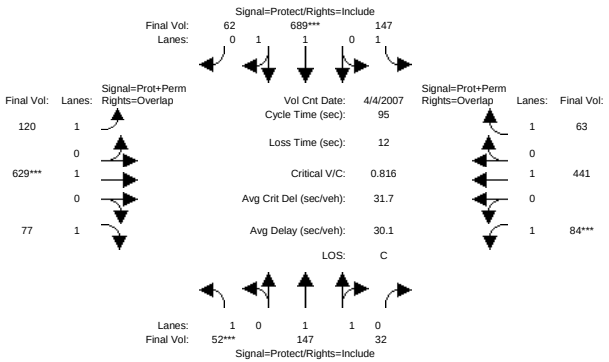
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 5:00-6:00PM												
Base Vol:	47	128	28	98	475	32	86	490	66	60	352	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	128	28	98	475	32	86	490	66	60	352	50
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:	47	128	28	98	475	32	86	490	66	60	352	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:	47	128	28	98	475	32	86	490	66	60	352	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	128	28	98	475	32	86	490	66	60	352	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
FinalVolume:	47	128	28	98	475	32	86	490	66	60	352	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	1.87	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3035	664	1750	3466	234	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.06	0.14	0.14	0.00	0.26	0.04	0.00	0.19	0.03
Crit Moves:	****				****			****		****		
Green Time:	7.0	18.2	18.2	12.7	23.9	23.9	14.8	45.1	52.1	7.0	37.2	50.0
Volume/Cap:	0.36	0.22	0.22	0.42	0.54	0.54	0.32	0.54	0.07	0.47	0.47	0.05
Delay/Veh:	43.6	32.6	32.6	38.9	31.5	31.5	36.3	18.4	10.1	44.8	22.0	11.0
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:	43.6	32.6	32.6	38.9	31.5	31.5	36.3	18.4	10.1	44.8	22.0	11.0
LOS by Move:	D	C	C	D	C	C	D	B	B	D	C	B
HCM2k95thQ:	4	4	4	7	14	14	5	19	2	4	14	2

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3544: N Fourth St and Taylor St



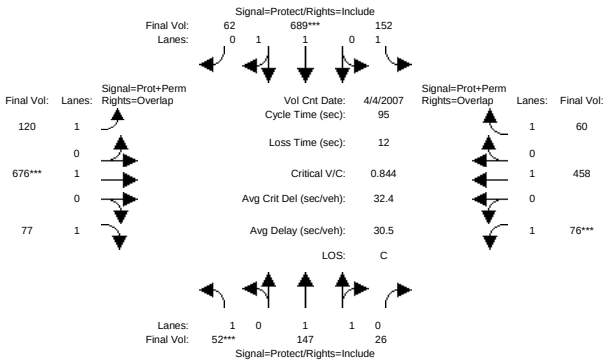
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 5:00-6:00PM												
Base Vol:	47	128	28	98	475	32	86	490	66	60	352	50
Growth Adj:	1.01	1.01	1.01	1.21	1.21	1.21	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	47	129	28	119	576	39	88	503	68	62	364	52
Added Vol:	0	0	1	0	0	0	0	2	0	1	2	1
ATI:	5	18	3	28	113	23	32	124	9	21	75	10
Initial Fut:	52	147	32	147	689	62	120	629	77	84	441	63
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:	52	147	32	147	689	62	120	629	77	84	441	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	147	32	147	689	62	120	629	77	84	441	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	147	32	147	689	62	120	629	77	84	441	63
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	1.83	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3034	665	1750	3395	305	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.08	0.20	0.20	0.00	0.33	0.04	0.00	0.23	0.04
Crit Moves:	****				****			****		****		
Green Time:	7.0	18.5	18.5	14.7	26.2	26.2	12.0	42.8	49.8	7.0	37.8	52.5
Volume/Cap:	0.41	0.25	0.25	0.54	0.74	0.74	0.54	0.74	0.08	0.65	0.58	0.06
Delay/Veh:	44.1	32.6	32.6	39.2	34.0	34.0	41.7	24.8	11.3	54.1	23.6	9.9
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:	44.1	32.6	32.6	39.2	34.0	34.0	41.7	24.8	11.3	54.1	23.6	9.9
LOS by Move:	D	C	C	D	C	C	D	C	B	D	C	A
HCM2k95thQ:	4	5	5	10	21	21	9	28	2	5	18	2

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3544: N Fourth St and Taylor St



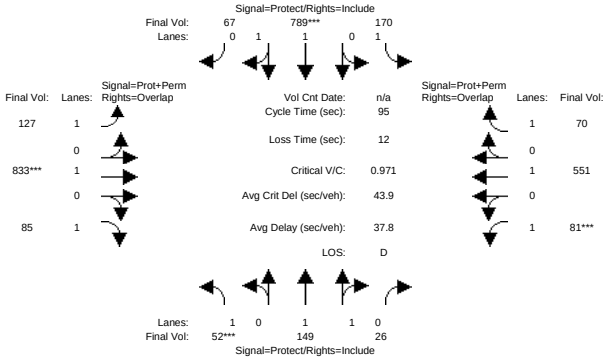
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 5:00-6:00PM												
Base Vol:	47	128	28	98	475	32	86	490	66	60	352	50
Growth Adj:	1.01	1.01	1.01	1.21	1.21	1.21	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	47	129	28	119	576	39	88	503	68	62	364	52
Added Vol:	0	0	-5	5	0	0	0	49	0	-7	19	-2
ATI:	5	18	3	28	113	23	32	124	9	21	75	10
Initial Fut:	52	147	26	152	689	62	120	676	77	76	458	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:	52	147	26	152	689	62	120	676	77	76	458	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	147	26	152	689	62	120	676	77	76	458	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
FinalVolume:	52	147	26	152	689	62	120	676	77	76	458	60
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	1.69	0.31	1.00	1.83	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3140	560	1750	3395	305	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.09	0.20	0.20	0.00	0.36	0.04	0.00	0.24	0.03
Crit Moves:	****				****			****		****		
Green Time:	7.0	17.6	17.6	14.5	25.1	25.1	11.9	43.9	50.9	7.0	39.0	53.5
Volume/Cap:	0.41	0.25	0.25	0.57	0.77	0.77	0.55	0.77	0.08	0.59	0.59	0.06
Delay/Veh:	44.1	33.3	33.3	40.2	36.1	36.1	41.9	25.5	10.7	49.6	22.9	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:	44.1	33.3	33.3	40.2	36.1	36.1	41.9	25.5	10.7	49.6	22.9	9.4
LOS by Move:	D	C	C	D	D	D	D	C	B	D	C	A
HCM2k95thQ:	4	5	5	10	22	22	9	31	2	5	19	2

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3544: N Fourth St and Taylor St



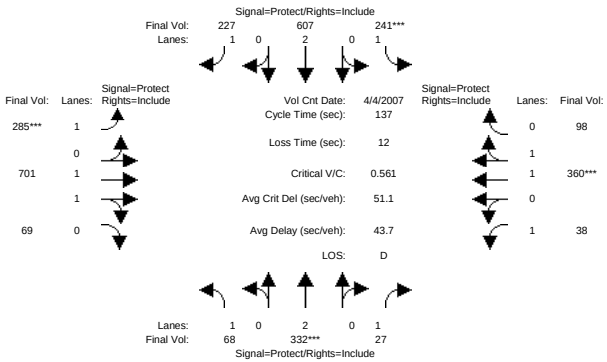
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	52	149	26	170	789	67	127	833	85	81	551	70
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:	52	149	26	170	789	67	127	833	85	81	551	70
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:	52	149	26	170	789	67	127	833	85	81	551	70
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:	52	149	26	170	789	67	127	833	85	81	551	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	149	26	170	789	67	127	833	85	81	551	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	149	26	170	789	67	127	833	85	81	551	70
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	1.69	0.31	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3150	550	1750	3410	290	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.10	0.23	0.23	0.00	0.44	0.05	0.00	0.29	0.04
Crit Moves:	****				****			****		****		
Green Time:	7.0	16.0	16.0	14.8	23.8	23.8	10.6	45.2	52.2	7.0	41.6	56.4
Volume/Cap:	0.40	0.28	0.28	0.62	0.92	0.92	0.65	0.92	0.09	0.63	0.66	0.07
Delay/Veh:	44.1	34.7	34.7	41.9	49.0	49.0	48.1	37.9	10.2	52.2	23.2	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:	44.1	34.7	34.7	41.9	49.0	49.0	48.1	37.9	10.2	52.2	23.2	8.2
LOS by Move:	D	C	C	D	D	D	B	D	C	A		
HCM2k95thQ:	4	5	5	12	29	29	10	44	3	5	23	2

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3576: N Thirteenth St and Hedding St (P)



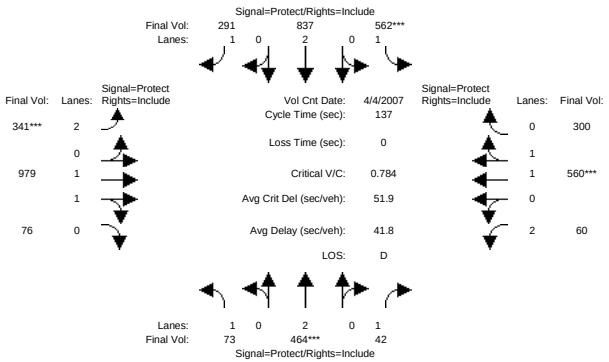
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 4:30-5:30PM																
Base Vol:	68	332		27	241	607		227	285	701		69	38	360		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:	68	332		27	241	607		227	285	701		69	38	360		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:	68	332		27	241	607		227	285	701		69	38	360		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:	68	332		27	241	607		227	285	701		69	38	360		98
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	68	332		27	241	607		227	285	701		69	38	360		98
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	68	332		27	241	607		227	285	701		69	38	360		98
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	1.56		0.44
Final Sat.:	1750	3800		1750	1750	3800		1750	1750	3368		332	1750	2908		792
Capacity Analysis Module:																
Vol/Sat:	0.04	0.09		0.02	0.14	0.16		0.13	0.16	0.21		0.21	0.02	0.12		0.12
Crit Moves:		****			****				****					****		
Green Time:	13.3	21.3		21.3	33.6	41.7		41.7	39.8	56.2		56.2	13.8	30.2		30.2
Volume/Cap:	0.40	0.56		0.10	0.56	0.53		0.43	0.56	0.51		0.51	0.22	0.56		0.56
Delay/Veh:	64.9	57.3		50.3	50.4	41.2		40.6	45.6	31.3		31.3	59.4	50.3		50.3
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:	64.9	57.3		50.3	50.4	41.2		40.6	45.6	31.3		31.3	59.4	50.3		50.3
LOS by Move:	E	E		D	D	D		D	D	C		C	E	D		D
HCM2k95thQ:	7	13		3	17	18		15	19	21		21	4	16		16

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3576: N Thirteenth St and Hedding St (P)



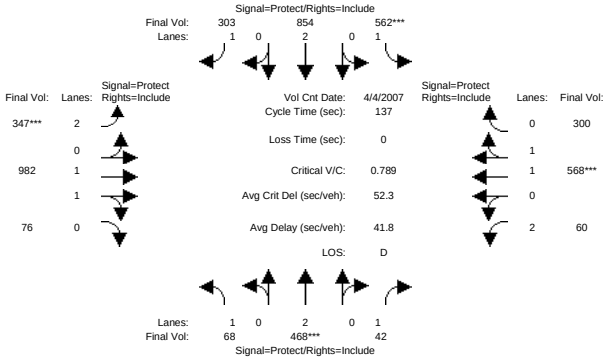
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 4:30-5:30PM																
Base Vol:	68	332		27	241	607		227	285	701		69	38	360		98
Growth Adj:	1.03	1.03		1.03	1.07	1.07		1.07	1.06	1.06		1.06	1.08	1.08		1.08
Initial Bse:	70	343		28	258	649		243	302	743		73	41	388		106
Added Vol:	1	1		0	0	0		1	0	0		0	0	0		0
ATI:	2	120		14	304	188		47	39	236		3	19	172		194
Initial Fut:	73	464		42	562	837		291	341	979		76	60	560		300
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:	73	464		42	562	837		291	341	979		76	60	560		300
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	73	464		42	562	837		291	341	979		76	60	560		300
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	73	464		42	562	837		291	341	979		76	60	560		300
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	0.99		0.95
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	2.00	1.85		0.15	2.00	1.28		0.72
Final Sat.:	1750	3800		1750	1750	3800		1750	3150	3433		267	3150	2409		1289
Capacity Analysis Module:																
Vol/Sat:	0.04	0.12		0.02	0.32	0.22		0.17	0.11	0.29		0.29	0.02	0.23		0.23
Crit Moves:		****			****				****					****		
Green Time:	12.4	21.3		21.3	56.1	65.1		65.1	18.9	55.9		55.9	3.7	40.6		40.6
Volume/Cap:	0.46	0.78		0.15	0.78	0.46		0.35	0.78	0.70		0.70	0.70	0.78		0.78
Delay/Veh:	61.3	62.4		50.3	40.8	24.4		22.9	66.1	35.1		35.1	88.7	47.9		47.9
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:	61.3	62.4		50.3	40.8	24.4		22.9	66.1	35.1		35.1	88.7	47.9		47.9
LOS by Move:	E	E		D	D	C		C	E	D		D	F	D		D
HCM2k95thQ:	7	20		3	39	21		15	16	32		32	6	32		32

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3576: N Thirteenth St and Hedding St (P)



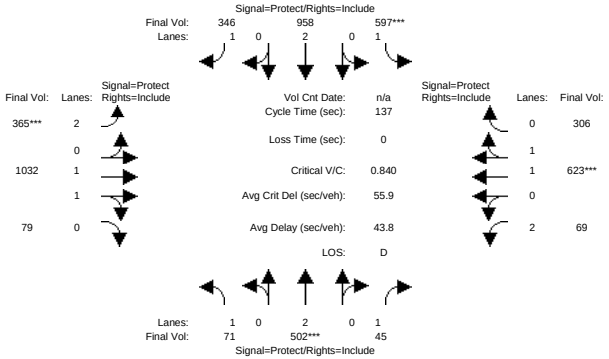
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 4 Apr 2007 << 4:30-5:30PM																
Base Vol:	68	332		27	241	607		227	285	701		69	38	360		98
Growth Adj:	1.03	1.03		1.03	1.07	1.07		1.07	1.06	1.06		1.06	1.08	1.08		1.08
Initial Bse:	70	343		28	258	649		243	302	743		73	41	388		106
Added Vol:	-4	5		0	0	17		13	6	3		0	0	8		0
ATI:	2	120		14	304	188		47	39	236		3	19	172		194
Initial Fut:	68	468		42	562	854		303	347	982		76	60	568		300
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	468		42	562	854		303	347	982		76	60	568		300
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	68	468		42	562	854		303	347	982		76	60	568		300
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	68	468		42	562	854		303	347	982		76	60	568		300
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	0.99		0.95
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	2.00	1.85		0.15	2.00	1.29		0.71
Final Sat.:	1750	3800		1750	1750	3800		1750	3150	3434		266	3150	2421		1277
Capacity Analysis Module:																
Vol/Sat:	0.04	0.12		0.02	0.32	0.22		0.17	0.11	0.29		0.29	0.02	0.23		0.23
Crit Moves:		****			****				****					****		
Green Time:	11.4	21.4		21.4	55.7	65.7		65.7	19.1	56.2		56.2	3.7	40.8		40.8
Volume/Cap:	0.47	0.79		0.15	0.79	0.47		0.36	0.79	0.70		0.70	0.70	0.79		0.79
Delay/Veh:	62.3	62.7		50.3	41.4	24.1		22.7	66.2	34.9		34.9	88.4	48.1		48.1
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:	62.3	62.7		50.3	41.4	24.1		22.7	66.2	34.9		34.9	88.4	48.1		48.1
LOS by Move:	E	E		D	D	C		C	E	C		C	F	D		D
HCM2k95thQ:	7	21		3	39	21		16	16	32		32	5	32		32

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3576: N Thirteenth St and Hedding St (P)



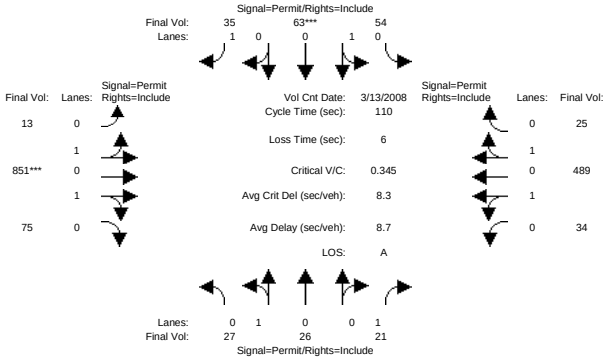
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:4:30-5:30PM																
Base Vol:	71	502		45	597	958		346	365	1032		79	69	623		306
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:	71	502		45	597	958		346	365	1032		79	69	623		306
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:	71	502		45	597	958		346	365	1032		79	69	623		306
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:	71	502		45	597	958		346	365	1032		79	69	623		306
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	71	502		45	597	958		346	365	1032		79	69	623		306
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	71	502		45	597	958		346	365	1032		79	69	623		306
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	0.99		0.95
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	2.00	1.85		0.15	2.00	1.32		0.68
Final Sat.:	1750	3800		1750	1750	3800		1750	3150	3437		263	3150	2480		1218
Capacity Analysis Module:																
Vol/Sat:	0.04	0.13		0.03	0.34	0.25		0.20	0.12	0.30		0.30	0.02	0.25		0.25
Crit Moves:		****			****				****					****		
Green Time:	10.7	21.5		21.5	55.6	66.5		66.5	18.9	55.8		55.8	4.1	41.0		41.0
Volume/Cap:	0.52	0.84		0.16	0.84	0.52		0.41	0.84	0.74		0.74	0.74	0.84		0.84
Delay/Veh:	64.2	66.4		50.2	45.5	24.5		23.0	71.2	36.4		36.4	92.2	50.9		50.9
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:	64.2	66.4		50.2	45.5	24.5		23.0	71.2	36.4		36.4	92.2	50.9		50.9
LOS by Move:	E	E		D	D	C		C	E	D		D	F	D		D
HCM2k95thQ:	8	23		4	43	24		18	18	34		34	6	35		35

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3580: N Seventh St and Hedding St



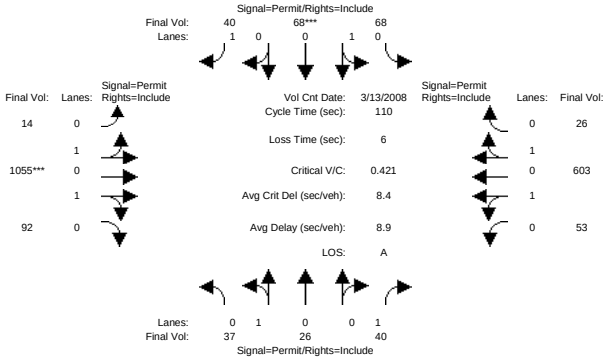
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Mar 2008 <<												
Base Vol:	27	26	21	54	63	35	13	851	75	34	489	25
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:	27	26	21	54	63	35	13	851	75	34	489	25
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:	27	26	21	54	63	35	13	851	75	34	489	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	26	21	54	63	35	13	851	75	34	489	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	26	21	54	63	35	13	851	75	34	489	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	26	21	54	63	35	13	851	75	34	489	25
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:	0.51	0.49	1.00	0.46	0.54	1.00	0.03	1.81	0.16	0.12	1.79	0.09
Final Sat.:	917	883	1750	831	969	1750	50	3263	288	223	3212	164
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.07	0.07	0.02	0.26	0.26	0.26	0.15	0.15	0.15
Crit Moves:					****			****				
Green Time:	20.7	20.7	20.7	20.7	20.7	20.7	83.3	83.3	83.3	83.3	83.3	83.3
Volume/Cap:	0.16	0.16	0.06	0.34	0.34	0.11	0.34	0.34	0.34	0.20	0.20	0.20
Delay/Veh:	37.5	37.5	36.7	39.3	39.3	37.1	4.5	4.5	4.5	3.9	3.9	3.9
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:	37.5	37.5	36.7	39.3	39.3	37.1	4.5	4.5	4.5	3.9	3.9	3.9
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2k95thQ:	3	3	1	8	8	2	11	11	11	6	6	6

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3580: N Seventh St and Hedding St



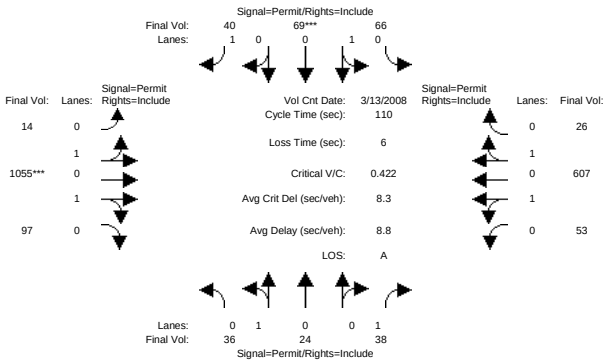
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Mar 2008 << 4:45-5:45PM												
Base Vol:	27	26	21	54	63	35	13	851	75	34	489	25
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:	27	26	21	54	63	35	14	919	81	36	515	26
Added Vol:	1	0	0	0	0	0	0	1	0	0	0	0
ATI:	9	0	19	14	5	5	0	135	11	17	88	0
Initial Fut:	37	26	40	68	68	40	14	1055	92	53	603	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	26	40	68	68	40	14	1055	92	53	603	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	26	40	68	68	40	14	1055	92	53	603	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	26	40	68	68	40	14	1055	92	53	603	26
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:	0.59	0.41	1.00	0.50	0.50	1.00	0.02	1.82	0.16	0.15	1.77	0.08
Final Sat.:	1057	743	1750	900	900	1750	44	3271	285	279	3182	139
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.02	0.08	0.08	0.02	0.32	0.32	0.32	0.19	0.19	0.19
Crit Moves:					****			****				
Green Time:	19.7	19.7	19.7	19.7	19.7	19.7	84.3	84.3	84.3	84.3	84.3	84.3
Volume/Cap:	0.20	0.20	0.13	0.42	0.42	0.13	0.42	0.42	0.42	0.25	0.25	0.25
Delay/Veh:	38.7	38.7	38.1	41.0	41.0	38.1	4.5	4.5	4.5	3.8	3.8	3.8
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	38.7	38.1	41.0	41.0	38.1	4.5	4.5	4.5	3.8	3.8	3.8
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2k95thQ:	4	4	3	9	9	3	14	14	14	7	7	7

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3580: N Seventh St and Hedding St



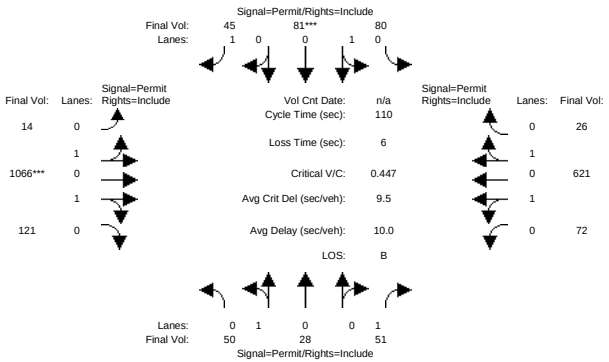
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Mar 2008 << 4:45-5:45PM												
Base Vol:	27	26	21	54	63	35	13	851	75	34	489	25
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:	27	26	21	54	63	35	14	919	81	36	515	26
Added Vol:	0	-2	-2	-2	1	0	0	1	5	0	4	0
ATI:	9	0	19	14	5	5	0	135	11	17	88	0
Initial Fut:	36	24	38	66	69	40	14	1055	97	53	607	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:	36	24	38	66	69	40	14	1055	97	53	607	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	24	38	66	69	40	14	1055	97	53	607	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	24	38	66	69	40	14	1055	97	53	607	26
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:	0.60	0.40	1.00	0.49	0.51	1.00	0.02	1.81	0.17	0.15	1.77	0.08
Final Sat.:	1080	720	1750	880	920	1750	43	3257	299	277	3185	138
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.02	0.08	0.08	0.02	0.32	0.32	0.32	0.19	0.19	0.19
Crit Moves:					****			****				
Green Time:	19.5	19.5	19.5	19.5	19.5	19.5	84.5	84.5	84.5	84.5	84.5	84.5
Volume/Cap:	0.19	0.19	0.12	0.42	0.42	0.13	0.42	0.42	0.42	0.25	0.25	0.25
Delay/Veh:	38.8	38.8	38.2	41.1	41.1	38.2	4.5	4.5	4.5	3.7	3.7	3.7
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:	38.8	38.8	38.2	41.1	41.1	38.2	4.5	4.5	4.5	3.7	3.7	3.7
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2k95thQ:	4	4	2	9	9	3	14	14	14	7	7	7

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3580: N Seventh St and Hedding St



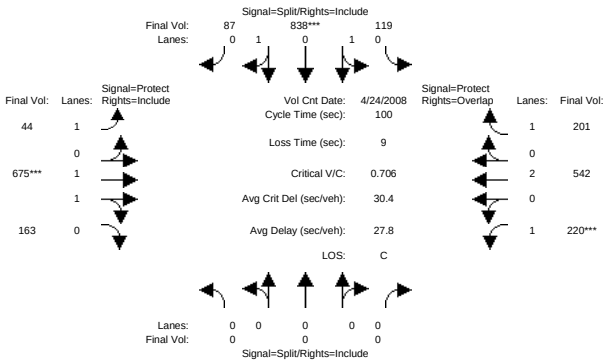
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45-5:45PM												
Base Vol:	50	28	51	80	81	45	14	1066	121	72	621	26
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:	50	28	51	80	81	45	14	1066	121	72	621	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:	50	28	51	80	81	45	14	1066	121	72	621	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:	50	28	51	80	81	45	14	1066	121	72	621	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	28	51	80	81	45	14	1066	121	72	621	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	28	51	80	81	45	14	1066	121	72	621	26
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:	0.64	0.36	1.00	0.50	0.50	1.00	0.02	1.78	0.20	0.20	1.73	0.07
Final Sat.:	1154	646	1750	894	906	1750	42	3195	363	361	3109	130
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.09	0.09	0.03	0.33	0.33	0.33	0.20	0.20	0.20
Crit Moves:					****			****				
Green Time:	22.0	22.0	22.0	22.0	22.0	22.0	82.0	82.0	82.0	82.0	82.0	82.0
Volume/Cap:	0.22	0.22	0.15	0.45	0.45	0.13	0.45	0.45	0.45	0.27	0.27	0.27
Delay/Veh:	37.1	37.1	36.5	39.6	39.6	36.3	5.5	5.5	5.5	4.5	4.5	4.5
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:	37.1	37.1	36.5	39.6	39.6	36.3	5.5	5.5	5.5	4.5	4.5	4.5
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2k95thQ:	5	5	3	10	10	3	15	15	15	8	8	8

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3581: N Tenth St and Hedding St (P)



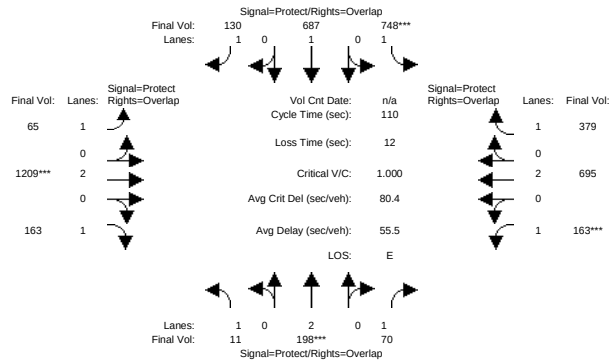
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	0	0		10	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 24 Apr 2008 << 4:45-5:45PM																
Base Vol:	0	0	0		119	838	87		44	675	163		220	542	201	
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		119	838	87		44	675	163		220	542	201	
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		119	838	87		44	675	163		220	542	201	
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		119	838	87		44	675	163		220	542	201	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		119	838	87		44	675	163		220	542	201	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		119	838	87		44	675	163		220	542	201	
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		0.23	1.60	0.17		1.00	1.60	0.40		1.00	2.00	1.00	
Final Sat.:	0	0	0		410	2890	300		1750	2980	720		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	0.14	0.11	
Crit Moves:						****				****			****			
Green Time:	0.0	0.0	0.0		41.1	41.1	41.1		16.4	32.1	32.1		17.8	33.5	74.6	
Volume/Cap:	0.00	0.00	0.00		0.71	0.71	0.71		0.15	0.71	0.71		0.71	0.43	0.15	
Delay/Veh:	0.0	0.0	0.0		26.0	26.0	26.0		36.1	31.8	31.8		45.8	26.0	3.7	
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	0.0	0.0		26.0	26.0	26.0		36.1	31.8	31.8		45.8	26.0	3.7	
LOS by Move:	A	A	A		C	C	C		D	C	C		D	C	A	
HCM2k95thQ:	0	0	0		25	25	25		2	21	21		13	12	4	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3581: N Tenth St and Hedding St (P)



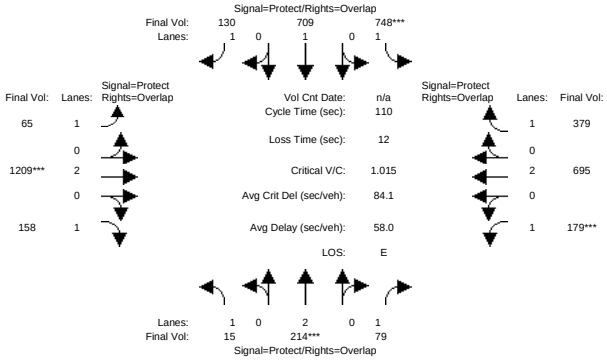
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:PM																
Base Vol:	11	178	50		665	527	78		58	941	118		100	515	326	
Growth Adj:	1.00	1.00	1.00		1.09	1.09	1.09		1.06	1.06	1.06		1.04	1.04	1.04	
Initial Bse:	11	178	50		727	576	85		62	1000	125		104	535	339	
Added Vol:	0	0	0		0	0	0		0	0	2		1	0	0	
ATI:	0	20	20		21	111	45		3	209	36		58	160	40	
Initial Fut:	11	198	70		748	687	130		65	1209	163		163	695	379	
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	198	70		748	687	130		65	1209	163		163	695	379	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	198	70		748	687	130		65	1209	163		163	695	379	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	11	198	70		748	687	130		65	1209	163		163	695	379	
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	0.04		0.43	0.36	0.07		0.04	0.32	0.09		0.09	0.18	0.22	
Crit Moves:		****			****					****			****			
Green Time:	8.2	10.0	19.8		44.8	46.6	57.8		11.1	33.4	41.6		9.8	32.0	76.9	
Volume/Cap:	0.08	0.57	0.22		1.05	0.85	0.14		0.36	1.05	0.25		1.05	0.63	0.31	
Delay/Veh:	47.7	50.3	38.9		79.6	37.3	13.5		47.4	78.4	23.7		135.7	35.0	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:	47.7	50.3	38.9		79.6	37.3	13.5		47.4	78.4	23.7		135.7	35.0	6.5	
LOS by Move:	D	D	D		E	D	B		D	E	C		F	C	A	
HCM2k95thQ:	1	8	5		56	37	5		4	44	8		16	19	10	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3581: N Tenth St and Hedding St (P)



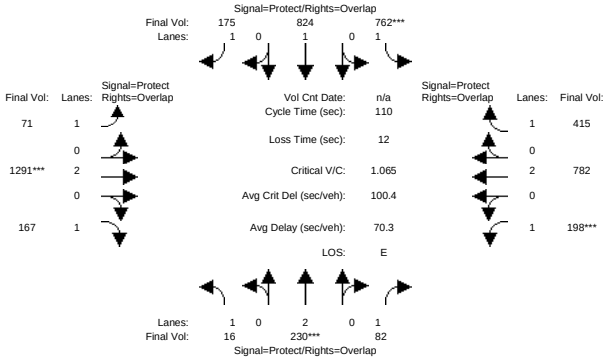
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:PM												
Base Vol:	11	178	50	665	527	78	58	941	118	100	515	326
Growth Adj:	1.00	1.00	1.00	1.09	1.09	1.09	1.06	1.06	1.06	1.04	1.04	1.04
Initial Bse:	11	178	50	727	576	85	62	1000	125	104	535	339
Added Vol:	4	16	9	0	22	0	0	0	-3	17	0	0
ATI:	0	20	20	21	111	45	3	209	36	58	160	40
Initial Fut:	15	214	79	748	709	130	65	1209	158	179	695	379
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:	15	214	79	748	709	130	65	1209	158	179	695	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	214	79	748	709	130	65	1209	158	179	695	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	214	79	748	709	130	65	1209	158	179	695	379
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	0.06	0.05	0.43	0.37	0.07	0.04	0.32	0.09	0.10	0.18	0.22
Crit Moves:		****		****				****		****		
Green Time:	7.9	10.0	20.6	44.4	46.4	57.7	11.3	33.0	40.9	10.6	32.4	76.7
Volume/Cap:	0.12	0.62	0.24	1.06	0.88	0.14	0.36	1.06	0.24	1.06	0.62	0.31
Delay/Veh:	48.2	51.6	38.4	83.7	40.7	13.5	47.3	82.5	24.0	135.7	34.6	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:	48.2	51.6	38.4	83.7	40.7	13.5	47.3	82.5	24.0	135.7	34.6	6.6
LOS by Move:	D	D	D	F	D	B	D	F	C	F	C	A
HCM2k95thQ:	1	9	5	57	39	5	4	44	8	17	18	10

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3581: N Tenth St and Hedding St (P)



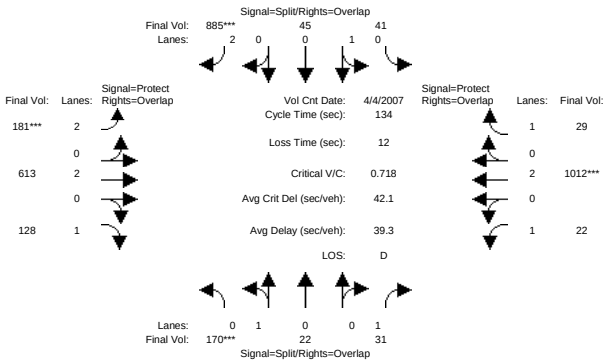
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:PM												
Base Vol:	16	230	82	762	824	175	71	1291	167	198	782	415
Growth 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	230	82	762	824	175	71	1291	167	198	782	415
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	230	82	762	824	175	71	1291	167	198	782	415
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	230	82	762	824	175	71	1291	167	198	782	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	230	82	762	824	175	71	1291	167	198	782	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	230	82	762	824	175	71	1291	167	198	782	415
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	0.06	0.05	0.44	0.43	0.10	0.04	0.34	0.10	0.11	0.21	0.24
Crit Moves:		****		****				****		****		
Green Time:	7.0	10.0	21.2	43.1	46.1	56.7	10.6	33.7	40.7	11.2	34.3	77.4
Volume/Cap:	0.14	0.67	0.24	1.11	1.03	0.19	0.42	1.11	0.26	1.11	0.66	0.34
Delay/Veh:	49.3	53.3	38.0	102.2	72.9	14.4	48.5	100	24.4	149.5	34.2	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:	49.3	53.3	38.0	102.2	72.9	14.4	48.5	100	24.4	149.5	34.2	6.5
LOS by Move:	D	D	D	F	E	B	D	F	C	F	C	A
HCM2k95thQ:	1	10	5	62	55	7	5	50	8	20	21	11

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 4 Apr 2007 << 4:30-5:30PM

Base Vol:	170	22	31	41	45	885	181	613	128	22	1012	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	22	31	41	45	885	181	613	128	22	1012	29
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:	170	22	31	41	45	885	181	613	128	22	1012	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:	170	22	31	41	45	885	181	613	128	22	1012	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	22	31	41	45	885	181	613	128	22	1012	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	22	31	41	45	885	181	613	128	22	1012	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	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.89	0.11	1.00	0.48	0.52	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1594	206	1750	858	942	3150	3150	3800	1750	1750	3800	1750

Capacity Analysis Module:

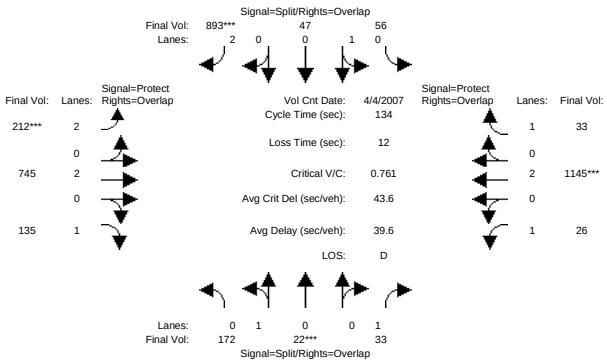
Vol/Sat:	0.11	0.11	0.02	0.05	0.05	0.28	0.06	0.16	0.07	0.01	0.27	0.02
Crit Moves:	****					****	****				****	
Green Time:	19.9	19.9	34.7	41.7	41.7	52.4	10.7	45.6	65.5	14.8	49.7	91.4
Volume/Cap:	0.72	0.72	0.07	0.15	0.15	0.72	0.72	0.47	0.15	0.11	0.72	0.02
Delay/Veh:	63.4	63.4	37.5	33.5	33.5	36.6	69.7	35.0	19.0	54.0	38.0	6.9
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:	63.4	63.4	37.5	33.5	33.5	36.6	69.7	35.0	19.0	54.0	38.0	6.9
LOS by Move:	E	E	D	C	C	D	E	D	B	D	D	A
HCM2k95thQ:	17	17	2	5	5	32	8	17	6	2	29	1

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 4 Apr 2007 << 4:30-5:30PM

Base Vol:	170	22	31	41	45	885	181	613	128	22	1012	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	170	22	31	41	45	885	187	633	132	23	1042	30
Added Vol:	0	0	1	0	0	0	0	0	0	1	0	0
ATI:	2	0	1	15	2	8	25	112	3	2	103	3
Initial Fut:	172	22	33	56	47	893	212	745	135	26	1145	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:	172	22	33	56	47	893	212	745	135	26	1145	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	22	33	56	47	893	212	745	135	26	1145	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	22	33	56	47	893	212	745	135	26	1145	33

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	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.89	0.11	1.00	0.54	0.46	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1596	204	1750	979	821	3150	3150	3800	1750	1750	3800	1750

Capacity Analysis Module:

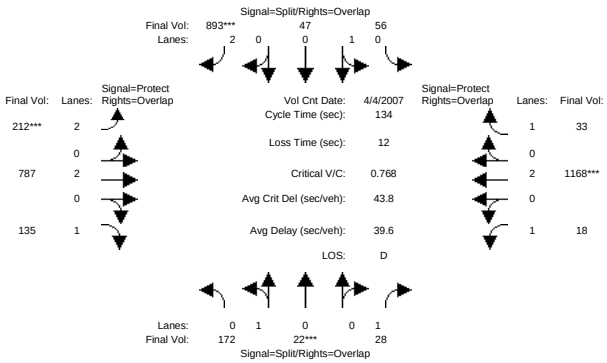
Vol/Sat:	0.11	0.11	0.02	0.06	0.06	0.28	0.07	0.20	0.08	0.01	0.30	0.02
Crit Moves:		****				****	****				****	
Green Time:	19.0	19.0	32.6	38.1	38.1	49.9	11.8	51.3	70.2	13.7	53.1	91.2
Volume/Cap:	0.76	0.76	0.08	0.20	0.20	0.76	0.76	0.51	0.15	0.14	0.76	0.03
Delay/Veh:	67.9	67.9	39.1	36.6	36.6	39.8	71.3	32.1	16.5	55.2	37.3	7.0
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:	67.9	67.9	39.1	36.6	36.6	39.8	71.3	32.1	16.5	55.2	37.3	7.0
LOS by Move:	E	E	D	D	D	D	E	C	B	E	D	A
HCM2k95thQ:	18	18	2	6	6	33	10	20	6	2	32	1

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 4 Apr 2007 << 4:30-5:30PM

Base Vol:	170	22	31	41	45	885	181	613	128	22	1012	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	170	22	31	41	45	885	187	633	132	23	1042	30
Added Vol:	0	0	-4	0	0	0	0	42	0	-7	23	0
ATI:	2	0	1	15	2	8	25	112	3	2	103	3
Initial Fut:	172	22	28	56	47	893	212	787	135	18	1168	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:	172	22	28	56	47	893	212	787	135	18	1168	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	22	28	56	47	893	212	787	135	18	1168	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	22	28	56	47	893	212	787	135	18	1168	33

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	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.89	0.11	1.00	0.54	0.46	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1596	204	1750	979	821	3150	3150	3800	1750	1750	3800	1750

Capacity Analysis Module:

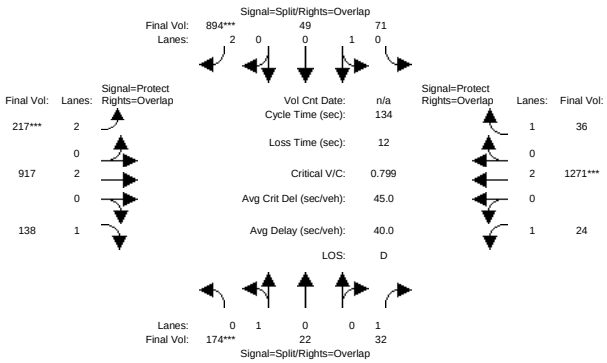
Vol/Sat:	0.11	0.11	0.02	0.06	0.06	0.28	0.07	0.21	0.08	0.01	0.31	0.02
Crit Moves:		****				****	****				****	
Green Time:	18.8	18.8	32.0	37.8	37.8	49.5	11.7	52.2	71.0	13.2	53.7	91.4
Volume/Cap:	0.77	0.77	0.07	0.20	0.20	0.77	0.77	0.53	0.15	0.10	0.77	0.03
Delay/Veh:	68.7	68.7	39.5	36.8	36.8	40.3	72.0	31.8	16.1	55.3	37.2	6.9
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:	68.7	68.7	39.5	36.8	36.8	40.3	72.0	31.8	16.1	55.3	37.2	6.9
LOS by Move:	E	E	D	D	D	D	E	C	B	E	D	A
HCM2k95thQ:	18	18	2	6	6	34	10	21	6	1	33	1

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:4:30-5:30PM

Base Vol:	174	22	32	71	49	894	217	917	138	24	1271	36
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:	174	22	32	71	49	894	217	917	138	24	1271	36
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:	174	22	32	71	49	894	217	917	138	24	1271	36
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:	174	22	32	71	49	894	217	917	138	24	1271	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	22	32	71	49	894	217	917	138	24	1271	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	22	32	71	49	894	217	917	138	24	1271	36

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	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.89	0.11	1.00	0.59	0.41	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1598	202	1750	1065	735	3150	3150	3800	1750	1750	3800	1750

Capacity Analysis Module:

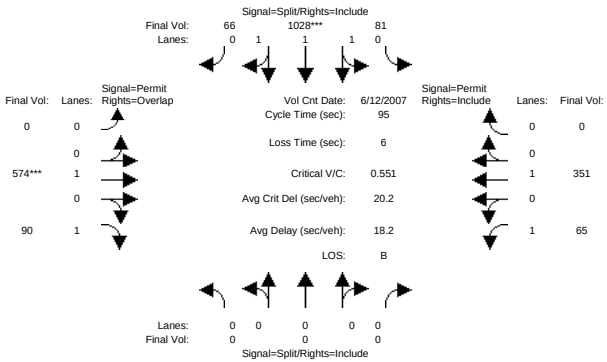
Vol/Sat:	0.11	0.11	0.02	0.07	0.07	0.28	0.07	0.24	0.08	0.01	0.33	0.02
Crit Moves:	****					****	****				****	
Green Time:	18.3	18.3	30.3	36.1	36.1	47.6	11.6	55.6	73.9	12.0	56.1	92.2
Volume/Cap:	0.80	0.80	0.08	0.25	0.25	0.80	0.80	0.58	0.14	0.15	0.80	0.03
Delay/Veh:	72.8	72.8	41.0	38.6	38.6	43.0	75.3	30.8	14.7	56.7	37.0	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:	72.8	72.8	41.0	38.6	38.6	43.0	75.3	30.8	14.7	56.7	37.0	6.7
LOS by Move:	E	E	D	D	D	D	E	C	B	E	D	A
HCM2k95thQ:	19	19	2	8	8	35	10	24	6	2	35	1

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3822: N Tenth St and Taylor St (P)



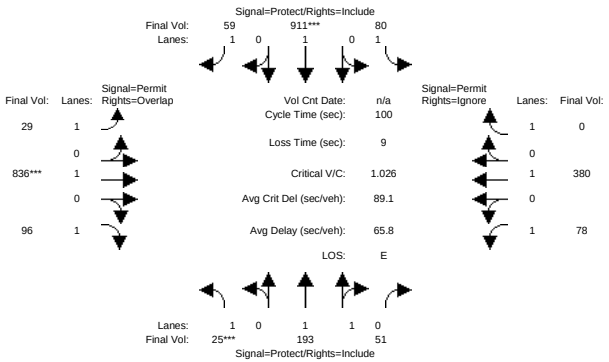
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	10		10	10	0		10	10	7		10	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 Jun 2007 << 4:45-5:45PM																
Base Vol:	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
FinalVolume:	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	36.9		36.9	36.9	0.0		52.1	52.1	52.1		52.1	0.0
Volume/Cap:	0.00		0.00	0.00	0.55		0.55	0.55	0.00		0.55	0.09	0.07		0.34	0.00
Delay/Veh:	0.0		0.0	0.0	22.9		22.9	22.9	0.0		14.5	10.2	10.1		12.1	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	22.9		22.9	22.9	0.0		14.5	10.2	10.1		12.1	0.0
LOS by Move:	A		A	A	C		C	C	A		B	B	B		B	A
HCM2k95thQ:	0		0	0	18		18	18	0		19	3	2		11	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3822: N Tenth St and Taylor St (P)



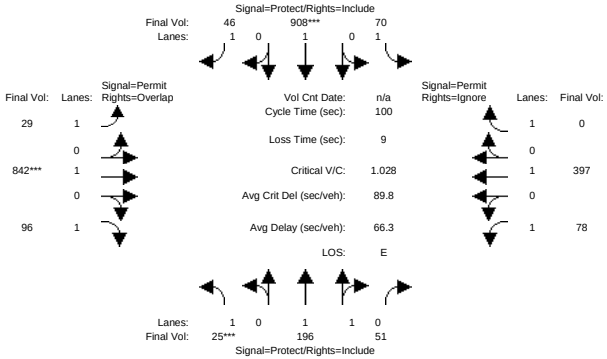
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:PM																
Base Vol:	24		177	38	54		704	41	18		658	83	56		273	0
Growth Adj:	1.00		1.00	1.00	1.07		1.07	1.07	1.06		1.06	1.06	1.04		1.04	1.04
Initial Bse:	24		177	38	58		755	44	19		695	88	58		284	0
Added Vol:	0		0	0	2		1	2	0		2	0	0		2	0
ATI:	1		16	13	20		155	13	10		139	8	20		94	9
Initial Fut:	25		193	51	80		911	59	29		836	96	78		380	9
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Volume:	25		193	51	80		911	59	29		836	96	78		380	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	25		193	51	80		911	59	29		836	96	78		380	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
FinalVolume:	25		193	51	80		911	59	29		836	96	78		380	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		1.57	0.43	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Sat.:	1750		2926	773	1750		1900	1750	1750		1900	1750	1750		1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.01		0.07	0.07	0.05		0.48	0.03	0.02		0.44	0.05	0.04		0.20	0.00
Crit Moves:	****						****				****					
Green Time:	7.0		29.9	29.9	20.9		43.8	43.8	40.2		40.2	47.2	40.2		40.2	0.0
Volume/Cap:	0.20		0.22	0.22	0.22		1.09	0.08	0.04		1.09	0.12	0.11		0.50	0.00
Delay/Veh:	44.7		26.4	26.4	33.1		88.3	16.4	18.2		91.3	14.8	18.8		22.9	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:	44.7		26.4	26.4	33.1		88.3	16.4	18.2		91.3	14.8	18.8		22.9	0.0
LOS by Move:	D		C	C	C		F	B	B		F	B	B		C	A
HCM2k95thQ:	2		6	6	5		65	2	1		57	3	3		16	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3822: N Tenth St and Taylor St (P)



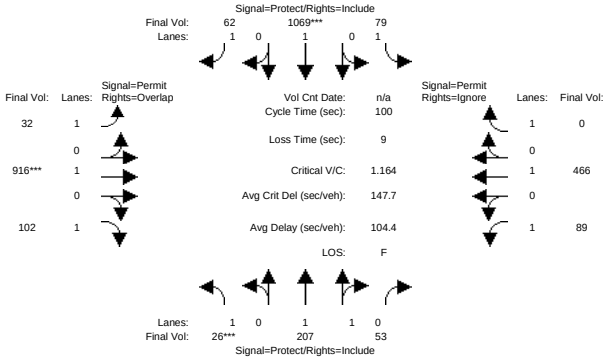
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:PM												
Base Vol:	24	177	38	54	704	41	18	658	83	56	273	0
Growth Adj:	1.00	1.00	1.00	1.07	1.07	1.07	1.06	1.06	1.06	1.04	1.04	1.04
Initial Bse:	24	177	38	58	755	44	19	695	88	58	284	0
Added Vol:	0	3	0	-8	-2	-11	0	8	0	0	19	11
ATI:	1	16	13	20	155	13	10	139	8	20	94	9
Initial Fut:	25	196	51	70	908	46	29	842	96	78	397	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	25	196	51	70	908	46	29	842	96	78	397	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	196	51	70	908	46	29	842	96	78	397	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	25	196	51	70	908	46	29	842	96	78	397	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	1.58	0.42	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2935	764	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.04	0.48	0.03	0.02	0.44	0.05	0.04	0.21	0.00
Crit Moves:	****				****			****				
Green Time:	7.0	29.8	29.8	20.8	43.6	43.6	40.4	40.4	47.4	40.4	40.4	0.0
Volume/Cap:	0.20	0.22	0.22	0.19	1.10	0.06	0.04	1.10	0.12	0.11	0.52	0.00
Delay/Veh:	44.7	26.5	26.5	32.9	89.1	16.4	18.1	91.8	14.7	18.7	23.1	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:	44.7	26.5	26.5	32.9	89.1	16.4	18.1	91.8	14.7	18.7	23.1	0.0
LOS by Move:	D	C	C	C	F	B	B	F	B	B	C	A
HCM2k95thQ:	2	6	6	4	65	2	1	58	3	3	17	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3822: N Tenth St and Taylor St (P)



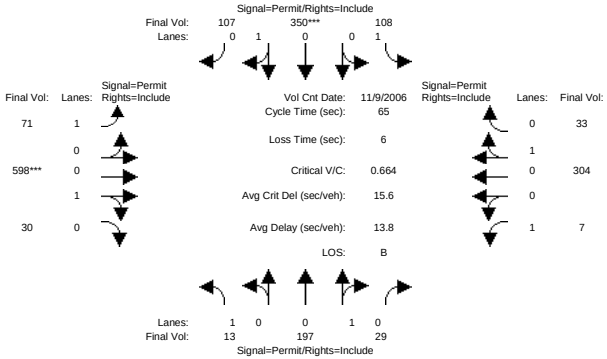
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:PM												
Base Vol:	26	207	53	79	1069	62	32	916	102	89	466	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	207	53	79	1069	62	32	916	102	89	466	19
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:	26	207	53	79	1069	62	32	916	102	89	466	19
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:	26	207	53	79	1069	62	32	916	102	89	466	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	207	53	79	1069	62	32	916	102	89	466	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	26	207	53	79	1069	62	32	916	102	89	466	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	1.58	0.42	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	2945	754	1750	1900	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.05	0.56	0.04	0.02	0.48	0.06	0.05	0.25	0.00
Crit Moves:	****				****			****				
Green Time:	7.0	30.7	30.7	21.5	45.2	45.2	38.8	38.8	45.8	38.8	38.8	0.0
Volume/Cap:	0.21	0.23	0.23	0.21	1.24	0.08	0.05	1.24	0.13	0.13	0.63	0.00
Delay/Veh:	44.8	25.9	25.9	32.5	147	15.6	19.1	152	15.7	19.8	26.6	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:	44.8	25.9	25.9	32.5	147	15.6	19.1	152	15.7	19.8	26.6	0.0
LOS by Move:	D	C	C	C	F	B	B	F	B	B	C	A
HCM2k95thQ:	2	6	6	5	92	2	1	77	4	4	21	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3823: N Thirteenth St and Taylor St



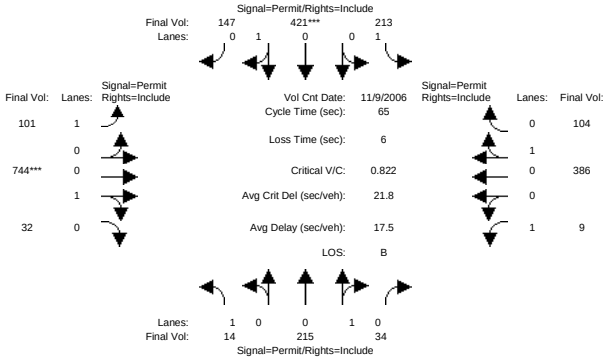
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Nov 2006 << 4:45-5:45PM																
Base 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
FinalVolume:	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
HCM2k95thQ:	0	7		7	3	17		17	2	19		19	0	8		8

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3823: N Thirteenth St and Taylor St



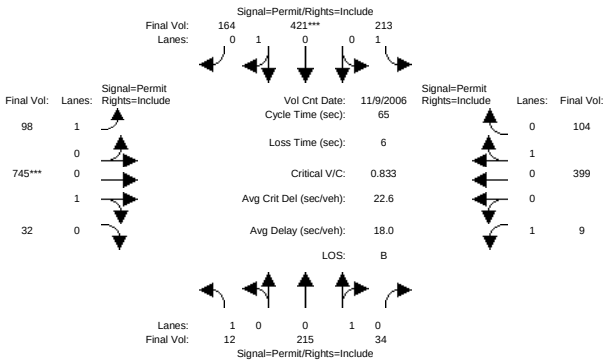
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 9 Nov 2006 << PM																
Base Vol:	13	197		29	108	350		107	71	598		30	7	304		33
Growth Adj:	1.02	1.02		1.02	1.10	1.10		1.10	1.05	1.05		1.05	1.02	1.02		1.02
Initial Bse:	13	201		30	119	385		118	75	628		32	7	309		34
Added Vol:	0	0		0	0	0		0	2	2		0	0	1		0
ATI:	1	14		4	94	36		29	24	114		0	2	76		70
Initial Fut:	14	215		34	213	421		147	101	744		32	9	386		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:	14	215		34	213	421		147	101	744		32	9	386		104
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	14	215		34	213	421		147	101	744		32	9	386		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
FinalVolume:	14	215		34	213	421		147	101	744		32	9	386		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	0.86		0.14	1.00	0.74		0.26	1.00	0.96		0.04	1.00	0.79		0.21
Final Sat.:	1750	1557		243	1750	1335		465	1750	1727		73	1750	1419		381
Capacity Analysis Module:																
Vol/Sat:	0.01	0.14		0.14	0.12	0.32		0.32	0.06	0.43		0.43	0.01	0.27		0.27
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	0.36		0.36	0.32	0.82		0.82	0.11	0.82		0.82	0.01	0.52		0.52
Delay/Veh:	12.5	14.7		14.7	14.3	25.9		25.9	7.9	18.8		18.8	7.4	10.6		10.6
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:	12.5	14.7		14.7	14.3	25.9		25.9	7.9	18.8		18.8	7.4	10.6		10.6
LOS by Move:	B	B		B	B	C		C	A	B		B	A	B		B
HCM2k95thQ:	0	8		8	7	24		24	2	28		28	0	14		14

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3823: N Thirteenth 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Nov 2006 << PM												
Base Vol:	13	197	29	108	350	107	71	598	30	7	304	33
Growth Adj:	1.02	1.02	1.02	1.10	1.10	1.10	1.05	1.05	1.05	1.02	1.02	1.02
Initial Bse:	13	201	30	119	385	118	75	628	32	7	309	34
Added Vol:	-2	0	0	0	0	17	-1	3	0	0	14	0
ATI:	1	14	4	94	36	29	24	114	0	2	76	70
Initial Fut:	12	215	34	213	421	164	98	745	32	9	399	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:	12	215	34	213	421	164	98	745	32	9	399	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	215	34	213	421	164	98	745	32	9	399	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
FinalVolume:	12	215	34	213	421	164	98	745	32	9	399	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	0.86	0.14	1.00	0.72	0.28	1.00	0.96	0.04	1.00	0.79	0.21
Final Sat.:	1750	1557	243	1750	1296	504	1750	1727	73	1750	1429	371
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.12	0.32	0.32	0.06	0.43	0.43	0.01	0.28	0.28
Crit Moves:					****			****				
Green Time:	25.3	25.3	25.3	25.3	25.3	25.3	33.7	33.7	33.7	33.7	33.7	33.7
Volume/Cap:	0.02	0.35	0.35	0.31	0.83	0.83	0.11	0.83	0.83	0.01	0.54	0.54
Delay/Veh:	12.2	14.4	14.4	14.0	26.4	26.4	8.1	19.8	19.8	7.6	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:	12.2	14.4	14.4	14.0	26.4	26.4	8.1	19.8	19.8	7.6	11.1	11.1
LOS by Move:	B	B	B	B	C	C	A	B	B	A	B	B
HCM2k95thQ:	0	8	8	7	25	25	2	29	29	0	14	14

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

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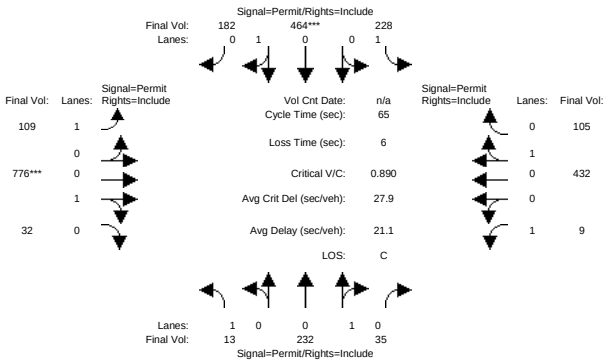
Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3823: N Thirteenth 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:PM												
Base Vol:	13	232	35	228	464	182	109	776	32	9	432	105
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	232	35	228	464	182	109	776	32	9	432	105
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	232	35	228	464	182	109	776	32	9	432	105
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	232	35	228	464	182	109	776	32	9	432	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	232	35	228	464	182	109	776	32	9	432	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	232	35	228	464	182	109	776	32	9	432	105
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	0.72	0.28	1.00	0.96	0.04	1.00	0.80	0.20
Final Sat.:	1750	1564	236	1750	1293	507	1750	1729	71	1750	1448	352
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.13	0.36	0.36	0.06	0.45	0.45	0.01	0.30	0.30
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	0.37	0.37	0.32	0.89	0.89	0.12	0.89	0.89	0.01	0.59	0.59
Delay/Veh:	11.7	13.9	13.9	13.6	31.1	31.1	8.6	25.3	25.3	8.0	12.4	12.4
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:	11.7	13.9	13.9	13.6	31.1	31.1	8.6	25.3	25.3	8.0	12.4	12.4
LOS by Move:	B	B	B	B	C	C	A	C	C	A	B	B
HCM2k95thQ:	0	8	8	7	29	29	3	33	33	0	16	16

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

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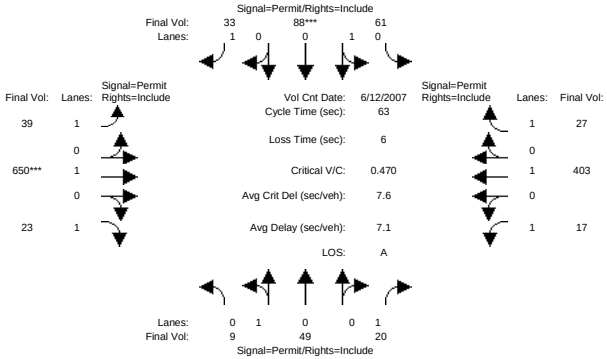
Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3909: N Seventh St and Taylor St



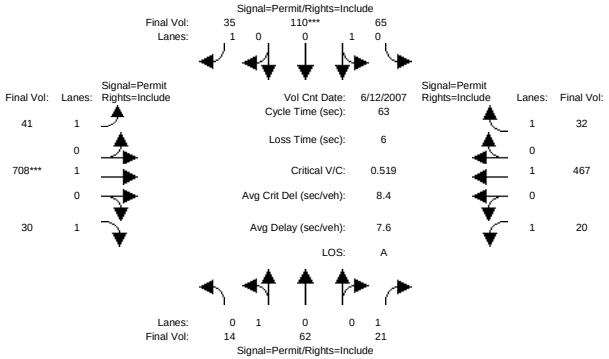
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2007 << 5:00-6:00PM												
Base Vol:	9	49	20	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
FinalVolume:	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
HCM2k95thQ:	2	2	1	7	7	1	0	10	0	0	5	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3909: N Seventh St and Taylor St



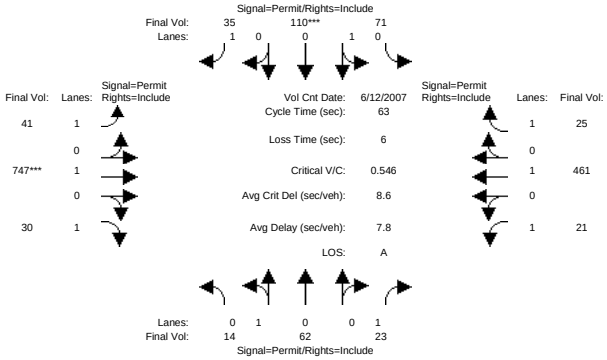
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2007 << 5:00-6:00PM												
Base Vol:	9	49	20	61	88	33	39	650	23	17	403	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.04	1.04	1.04
Initial Bse:	9	49	20	61	88	33	41	684	24	18	417	28
Added Vol:	0	0	0	0	0	0	0	4	0	0	6	2
ATI:	5	13	1	4	22	2	0	20	6	2	44	2
Initial Fut:	14	62	21	65	110	35	41	708	30	20	467	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:	14	62	21	65	110	35	41	708	30	20	467	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	62	21	65	110	35	41	708	30	20	467	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
FinalVolume:	14	62	21	65	110	35	41	708	30	20	467	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	0.92	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	0.37	0.02	0.01	0.25	0.02
Crit Moves:					****			****				
Green Time:	11.8	11.8	11.8	11.8	11.8	11.8	45.2	45.2	45.2	45.2	45.2	45.2
Volume/Cap:	0.23	0.23	0.06	0.52	0.52	0.11	0.03	0.52	0.02	0.02	0.34	0.03
Delay/Veh:	22.1	22.1	21.1	24.5	24.5	21.4	2.6	4.4	2.6	2.5	3.5	2.6
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:	22.1	22.1	21.1	24.5	24.5	21.4	2.6	4.4	2.6	2.5	3.5	2.6
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	3	3	1	8	8	1	1	12	0	0	7	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3909: N Seventh St and Taylor St



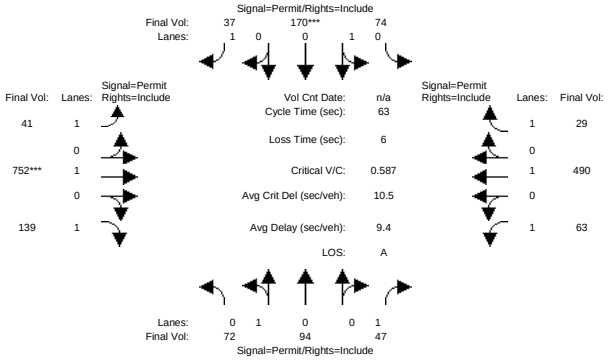
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2007 << 5:00-6:00PM												
Base Vol:	9	49	20	61	88	33	39	650	23	17	403	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.05	1.04	1.04	1.04
Initial Bse:	9	49	20	61	88	33	41	684	24	18	417	28
Added Vol:	0	0	2	6	0	0	0	43	0	1	0	-5
ATI:	5	13	1	4	22	2	0	20	6	2	44	2
Initial Fut:	14	62	23	71	110	35	41	747	30	21	461	25
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	23	71	110	35	41	747	30	21	461	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	62	23	71	110	35	41	747	30	21	461	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	62	23	71	110	35	41	747	30	21	461	25
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	0.39	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	332	1468	1750	706	1094	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	0.39	0.02	0.01	0.24	0.01
Crit Moves:					****			****				
Green Time:	11.6	11.6	11.6	11.6	11.6	11.6	45.4	45.4	45.4	45.4	45.4	45.4
Volume/Cap:	0.23	0.23	0.07	0.55	0.55	0.11	0.03	0.55	0.02	0.02	0.34	0.02
Delay/Veh:	22.2	22.2	21.3	25.2	25.2	21.5	2.5	4.5	2.5	2.5	3.4	2.5
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:	22.2	22.2	21.3	25.2	25.2	21.5	2.5	4.5	2.5	2.5	3.4	2.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	3	3	1	8	8	1	1	13	0	0	7	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #3909: N Seventh St and Taylor St



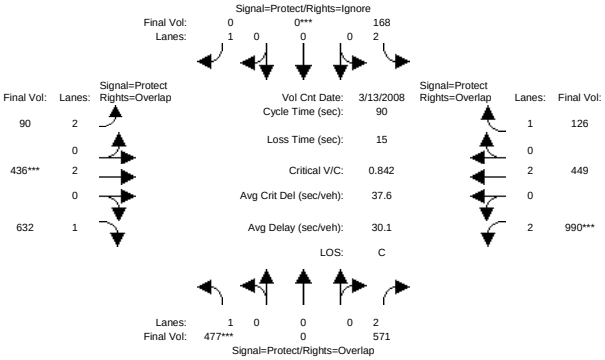
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	72	94	47	74	170	37	41	752	139	63	490	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	94	47	74	170	37	41	752	139	63	490	29
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	94	47	74	170	37	41	752	139	63	490	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	47	74	170	37	41	752	139	63	490	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	94	47	74	170	37	41	752	139	63	490	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	94	47	74	170	37	41	752	139	63	490	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	0.30	0.70	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	781	1019	1750	546	1254	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.03	0.14	0.14	0.02	0.02	0.40	0.08	0.04	0.26	0.02
Crit Moves:					****			****				
Green Time:	14.5	14.5	14.5	14.5	14.5	14.5	42.5	42.5	42.5	42.5	42.5	42.5
Volume/Cap:	0.40	0.40	0.12	0.59	0.59	0.09	0.03	0.59	0.12	0.05	0.38	0.02
Delay/Veh:	21.2	21.2	19.3	23.8	23.8	19.1	3.4	6.3	3.7	3.5	4.7	3.4
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:	21.2	21.2	19.3	23.8	23.8	19.1	3.4	6.3	3.7	3.5	4.7	3.4
LOS by Move:	C	C	B	C	C	B	A	A	A	A	A	A
HCM2k95thQ:	7	7	2	10	10	1	1	15	2	1	8	0

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #4038: SR 87 and Taylor St



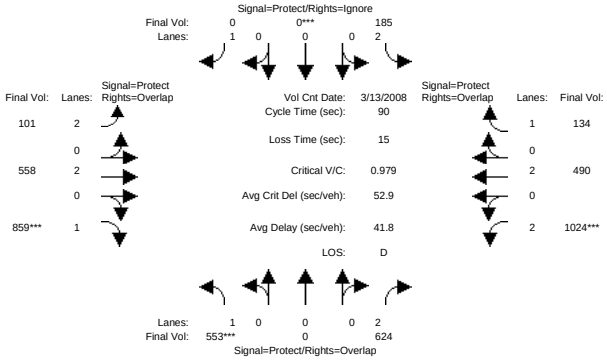
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	0	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 13 Mar 2008 <<																
Base Vol:	477	0	571		168	0	272		90	436	632		990	449	126	
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:	477	0	571		168	0	272		90	436	632		990	449	126	
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:	477	0	571		168	0	272		90	436	632		990	449	126	
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:	477	0	571		168	0	0		90	436	632		990	449	126	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	477	0	571		168	0	0		90	436	632		990	449	126	
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	
FinalVolume:	477	0	571		168	0	0		90	436	632		990	449	126	
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:	0.27	0.00	0.18		0.05	0.00	0.00		0.03	0.11	0.36		0.31	0.12	0.07	
Crit Moves:	****					****				****			****			
Green Time:	29.1	0.0	33.6		29.1	0.0	0.0		18.2	12.3	41.4		33.6	27.7	56.8	
Volume/Cap:	0.84	0.00	0.49		0.16	0.00	0.00		0.14	0.84	0.79		0.84	0.38	0.11	
Delay/Veh:	39.2	0.0	21.9		21.8	0.0	0.0		29.6	49.8	25.6		31.4	24.7	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:	39.2	0.0	21.9		21.8	0.0	0.0		29.6	49.8	25.6		31.4	24.7	6.6	
LOS by Move:	D	A	C		C	A	A		C	D	C		C	C	A	
HCM2k95thQ:	28	0	14		4	0	0		3	16	31		27	9	3	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #4038: SR 87 and Taylor St



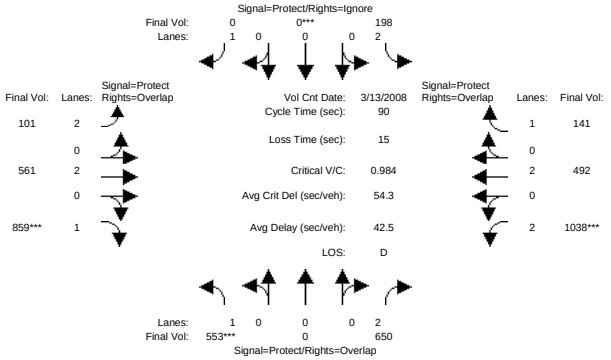
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	0	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 13 Mar 2008 << 4:00-5:00PM																
Base Vol:	477	0	571		168	0	272		90	436	632		990	449	126	
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:	477	0	571		168	0	272		90	436	632		990	449	126	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	76	0	53		17	0	11		11	122	227		34	41	8	
Initial Fut:	553	0	624		185	0	283		101	558	859		1024	490	134	
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:	553	0	624		185	0	0		101	558	859		1024	490	134	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	553	0	624		185	0	0		101	558	859		1024	490	134	
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	
FinalVolume:	553	0	624		185	0	0		101	558	859		1024	490	134	
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:	0.32	0.00	0.20		0.06	0.00	0.00		0.03	0.15	0.49		0.33	0.13	0.08	
Crit Moves:	****					****					****		****			
Green Time:	29.0	0.0	29.9		29.0	0.0	0.0		17.3	16.1	45.1		29.9	28.7	57.7	
Volume/Cap:	0.98	0.00	0.60		0.18	0.00	0.00		0.17	0.82	0.98		0.98	0.40	0.12	
Delay/Veh:	62.6	0.0	26.0		22.0	0.0	0.0		30.5	43.6	47.2		52.5	24.2	6.3	
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:	62.6	0.0	26.0		22.0	0.0	0.0		30.5	43.6	47.2		52.5	24.2	6.3	
LOS by Move:	E	A	C		C	A	A		C	D	D		D	C	A	
HCM2k95thQ:	38	0	17		5	0	0		3	18	52		33	10	3	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #4038: SR 87 and Taylor St



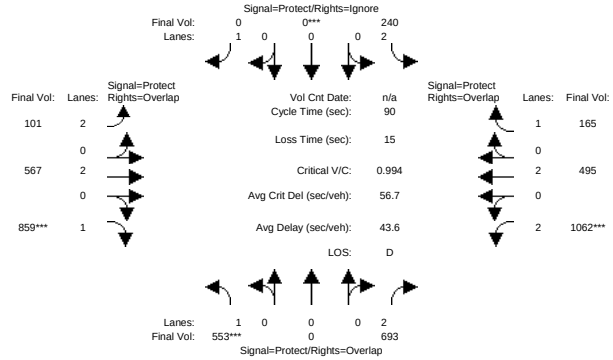
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	0	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 13 Mar 2008 << 4:00-5:00PM																
Base Vol:	477	0	571		168	0	272		90	436	632		990	449	126	
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:	477	0	571		168	0	272		90	436	632		990	449	126	
Added Vol:	0	0	26		13	0	0		0	3	0		14	2	7	
ATI:	76	0	53		17	0	11		11	122	227		34	41	8	
Initial Fut:	553	0	650		198	0	283		101	561	859		1038	492	141	
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:	553	0	650		198	0	0		101	561	859		1038	492	141	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	553	0	650		198	0	0		101	561	859		1038	492	141	
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	
FinalVolume:	553	0	650		198	0	0		101	561	859		1038	492	141	
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:	0.32	0.00	0.21		0.06	0.00	0.00		0.03	0.15	0.49		0.33	0.13	0.08	
Crit Moves:	****					****					****		****			
Green Time:	28.9	0.0	30.1		28.9	0.0	0.0		17.3	16.0	44.9		30.1	28.8	57.7	
Volume/Cap:	0.98	0.00	0.62		0.20	0.00	0.00		0.17	0.83	0.98		0.98	0.40	0.13	
Delay/Veh:	64.2	0.0	26.2		22.2	0.0	0.0		30.5	44.3	48.8		53.6	24.1	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:	64.2	0.0	26.2		22.2	0.0	0.0		30.5	44.3	48.8		53.6	24.1	6.4	
LOS by Move:	E	A	C		C	A	A		C	D	D		D	C	A	
HCM2k95thQ:	38	0	18		5	0	0		3	19	52		34	10	3	

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

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative 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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:4:00-5:00PM																
Base Vol:	553	0	693		240	0	283		101	567	859		1062	495	165	
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:	553	0	693		240	0	283		101	567	859		1062	495	165	
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:	553	0	693		240	0	283		101	567	859		1062	495	165	
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:	553	0	693		240	0	0		101	567	859		1062	495	165	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	553	0	693		240	0	0		101	567	859		1062	495	165	
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	
FinalVolume:	553	0	693		240	0	0		101	567	859		1062	495	165	
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:	0.32	0.00	0.22		0.08	0.00	0.00		0.03	0.15	0.49		0.34	0.13	0.09	
Crit Moves:	****					****					****		****			
Green Time:	28.6	0.0	30.5		28.6	0.0	0.0		17.3	15.8	44.5		30.5	29.0	57.7	
Volume/Cap:	0.99	0.00	0.65		0.24	0.00	0.00		0.17	0.85	0.99		0.99	0.40	0.15	
Delay/Veh:	67.0	0.0	26.6		22.8	0.0	0.0		30.4	45.8	51.6		55.5	24.0	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:	67.0	0.0	26.6		22.8	0.0	0.0		30.4	45.8	51.6		55.5	24.0	6.5	
LOS by Move:	E	A	C		C	A	A		C	D	D		E	C	A	
HCM2k95thQ:	39	0	19		6	0	0		3	19	54		34	10	4	

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

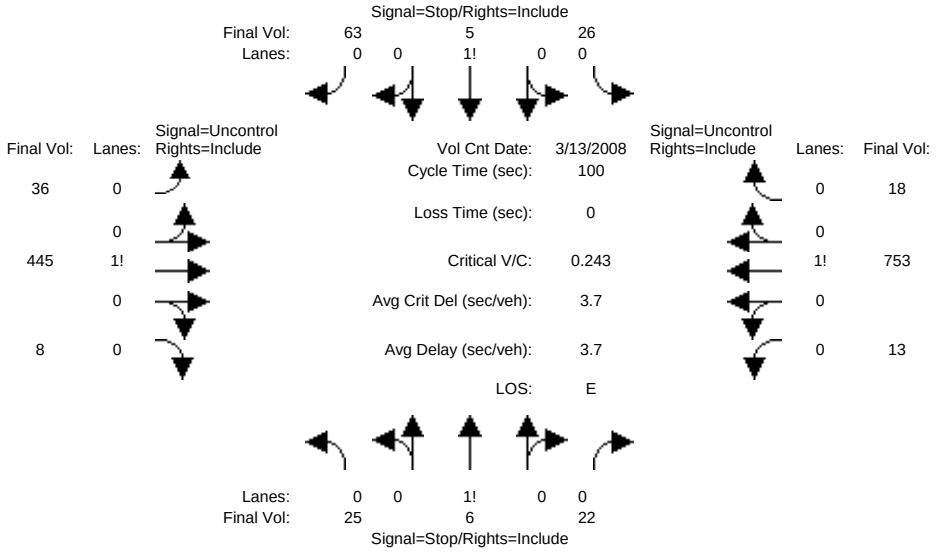
Appendix E

Unsignalized Intersection Level of Service Calculations and Signal Warrant

Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #6151: N Ninth St and Taylor St (unsig)




```
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: 13 Mar 2008 <<
Base Vol:      25    3    22     1    1     4    17  337     8    13  631    13
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   25    3    22     1    1     4    17  337     8    13  631    13
Added Vol:      0    3     0    25    4    59    19    0     0     0   -2     5
ATI:            0    0     0     0    0     0     0  108     0     0  124     0
Initial Fut:   25    6    22    26    5    63    36  445     8    13  753    18
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    6    22    26    5    63    36  445     8    13  753    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   25    6    22    26    5    63    36  445     8    13  753    18
------------|---------------||---------------||---------------||---------------|
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: 1343 1318   449  1323 1313   762   771 xxxx xxxxx   453 xxxx xxxxx
Potent Cap.:  130  159   614   135  160   408   853 xxxx xxxxx  1118 xxxx xxxxx
Move Cap.:    103  150   614   121  151   408   853 xxxx xxxxx  1118 xxxx xxxxx
Volume/Cap:  0.24 0.04  0.04  0.22 0.03  0.15  0.04 xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.4 xxxx xxxxx   8.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  166 xxxxx  xxxx  233 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.3 xxxxx xxxxx  1.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 36.4 xxxxx xxxxx 30.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    E     *     *    D     *     *    *     *     *    *     *
ApproachDel:      36.4             30.5           xxxxxx           xxxxxx
ApproachLOS:         E                D                *                *
Note: Queue reported is the number of cars per lane.
```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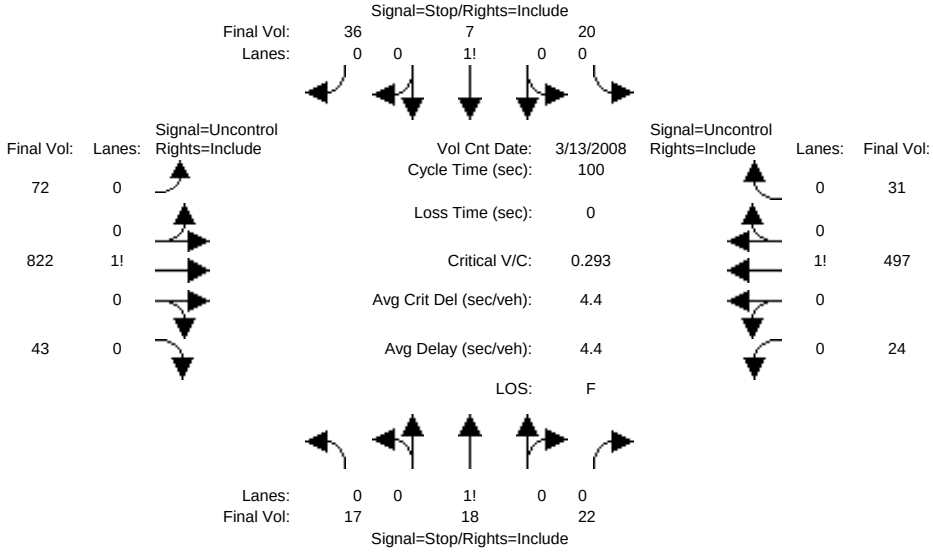
Cannery Park Residential Mixed-Use Project
(318 Condos, 71Affordable Senior Units, 14 Live/Work Units,
a 5,500 SF Restaurant, and 8,500 SF of Artist Studios)

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

Intersection #6151: N Ninth St and Taylor St (unsig)



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: 13 Mar 2008 <<												
Base Vol:	17	9	22	12	4	29	21	665	43	24	400	12
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:	17	9	22	12	4	29	21	665	43	24	400	12
Added Vol:	0	9	0	8	3	7	51	0	0	0	-11	19
ATI:	0	0	0	0	0	0	0	157	0	0	108	0
Initial Fut:	17	18	22	20	7	36	72	822	43	24	497	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:	17	18	22	20	7	36	72	822	43	24	497	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	18	22	20	7	36	72	822	43	24	497	31
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:	1570	1564	844	1568	1570	513	528	xxxx	xxxxx	865	xxxx	xxxxx
Potent Cap.:	91	113	366	91	112	566	1049	xxxx	xxxxx	787	xxxx	xxxxx
Move Cap.:	74	101	366	68	101	566	1049	xxxx	xxxxx	787	xxxx	xxxxx
Volume/Cap:	0.23	0.18	0.06	0.29	0.07	0.06	0.07	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	9.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	122	xxxxx	xxxx	148	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.1	xxxxx	xxxxx	1.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	57.8	xxxxx	xxxxx	46.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	E	*	*	*	*	*	*	*
ApproachDel:		57.8			46.3			xxxxxx			xxxxxx	
ApproachLOS:		F			E			*			*	

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

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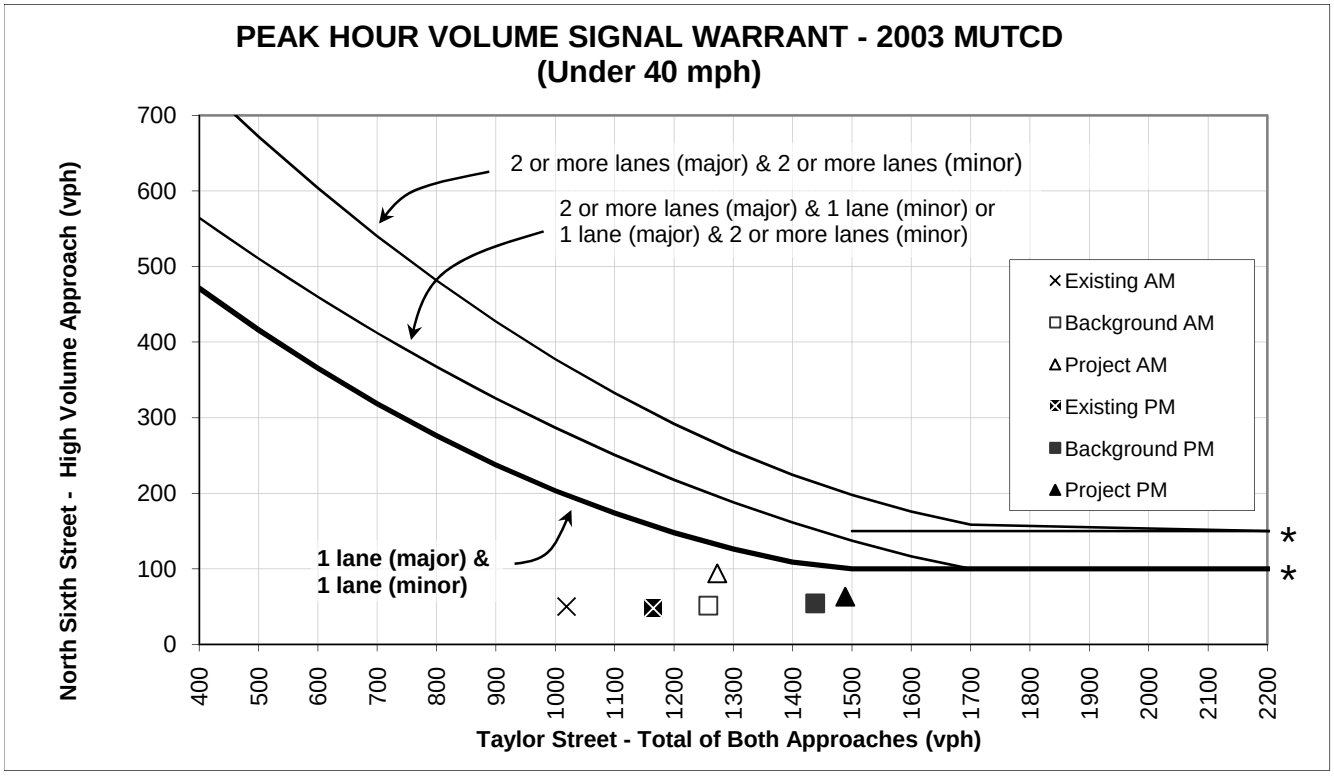
North Ninth Street and Taylor Street



* 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.

2003 MUTCD Peak Hour Volume Warrant (Under 40 mph)

		Approach Lanes		AM Peak Hour Volumes				
		One	2 or More	*Existing AM*	*Background AM*	*Project AM*		
Major Street - Both Approaches	Taylor Street	X		1019	1258	1273		
Minor Street - Highest Approach	North Ninth Street	X		50	51	94		
		Warrant Met?		NO	NO	NO		

		Approach Lanes		PM Peak Hour Volumes				
		One	2 or More	*Existing PM*	*Background PM*	*Project PM*		
Major Street - Both Approaches	Taylor Street	X		1165	1438	1489		
Minor Street - Highest Approach	North Ninth Street	X		48	54	63		
		Warrant Met?		NO	NO	NO		