APPENDIX D:
TRANSPORTATION IMPACT ANALYSIS

HEXAGON TRANSPORTATION CONSULTANTS, INC.

10931 North De Anza Boulevard Hotel

Transportation Impact Analysis

Prepared for:

City of Cupertino

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Executive Summary

This study was conducted for the purpose of satisfying the requirements of the California Environmental Quality Act (CEQA) and identifying the potential transportation impacts related to the proposed hotel at 10931 North De Anza Boulevard in Cupertino, California. Located on the west side of North De Anza Boulevard, the project would replace the Goodyear Auto Service Center with a six-story hotel consisting of up to 156 guest rooms, an approximately 10,000 square-foot (s.f.) restaurant/bar/lounge, and 4,242 s.f. of conference/meeting space. The project would eliminate 35 surface parking stalls associated with the auto service center and construct a four-level below-grade parking garage containing 207 parking stalls. Eleven at-grade parking stalls also would serve the project, for a total of 218 parking stalls. Access to the project site is provided by two existing right-turn only driveways on North De Anza Boulevard.

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Cupertino, as well as the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP). The study includes an analysis of weekday AM and PM peak hour traffic conditions for 5 signalized intersections and 2 freeway segments in the vicinity of the project site. The study also includes an analysis of site access, on-site circulation, vehicle queuing, transit service, bicycle and pedestrian access, and parking.

Based on trip generation rates recommended by the Institute of Transportation Engineers, it is estimated that the proposed project would generate 1,562 net new daily vehicle trips, with 73 new trips occurring during the AM peak hour and 87 new trips occurring during the PM peak hour.

Project Intersection Level of Service Analysis

The results of the intersection level of service analysis show that all the study intersections would continue to operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic under background plus project conditions (see Table ES-1). Thus, none of the study intersections would be significantly impacted by the project, according to the City of Cupertino significant impact criteria.

Freeway Segment Capacity Evaluation

According to CMP guidelines, an analysis of freeway segment levels of service is only required if a project is estimated to add trips to a freeway segment equal to or greater than one percent of the capacity of that segment. Since the number of project trips added to the freeways in the area is estimated to be well below the one percent threshold, a detailed analysis of freeway segment levels of service was not required. A simple freeway segment capacity evaluation to substantiate this determination is presented in Table 2 in Chapter 1.

Table ES-1
Intersection Level of Service Summary

Study #	Intersection	Peak Hour	Count Date	Existing Conditions						Background Conditions					
				No Project		with Project				No Project		with Project			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Crit. Delay (sec)	Incr. in Critical V/C	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Crit. Delay (sec)	Incr. in Critical V/C
1	N. De Anza Boulevard and Homestead Road *	AM	03/28/18	37.2	D+	37.5	D+	0.0	0.001	37.8	D+	38.2	D+	0.0	0.001
		PM	10/12/16	38.7	D+	39.3	D	1.3	0.010	39.5	D	40.2	D	1.4	0.010
2	N. De Anza Boulevard and I-280 N Ramps *	AM	05/02/18	21.9	C+	21.8	C+	0.0	0.004	21.9	C+	21.8	C+	0.0	0.004
		PM	10/12/16	35.5	D+	36.0	D+	1.1	0.008	36.1	D+	36.6	D+	1.2	0.008
3	N. De Anza Boulevard and I-280 S Ramps *	AM	05/02/18	22.4	C+	22.7	C+	0.5	0.007	23.0	C+	23.3	C	0.5	0.007
		PM	10/12/16	21.4	C+	22.0	C+	1.4	0.012	21.7	C+	22.2	C+	1.5	0.012
4	N. De Anza Boulevard and Mariani Avenue	AM	05/02/18	37.4	D+	37.4	D+	0.0	0.001	37.4	D+	37.4	D+	0.0	0.001
		PM	05/01/18	39.0	D+	38.9	D+	0.0	0.001	39.0	D	39.0	D+	0.0	0.001
5	N. De Anza Boulevard and Stevens Creek Boulevard *	AM	05/02/18	35.5	D+	35.6	D+	0.1	0.003	35.9	D+	35.9	D+	0.1	0.003
		PM	10/12/16	43.7	D	43.7	D	0.0	0.001	44.6	D	44.6	D	0.0	0.001

Note:
* Denotes a CMP designated Intersection

Other Transportation Issues

The proposed site plan shows adequate site access and on-site circulation, and the project would not have an adverse effect on the existing transit services, pedestrian facilities, or bicycle facilities in the study area. The following recommendation was identified:

- Convex mirrors should be placed on each parking level at appropriate locations to assist drivers with blind turns within the parking garage.

1. Introduction

This report presents the results of the Transportation Impact Analysis (TIA) conducted for the proposed hotel at 10931 North De Anza Boulevard in Cupertino, California (see Figure 1). Located on the west side of North De Anza Boulevard, the project would replace the Goodyear Auto Service Center with a six-story hotel consisting of up to 156 guest rooms, an approximately 10,000 square-foot (s.f.) restaurant/bar/lounge, and 4,242 s.f. of conference/meeting space (see Figure 2). The project would eliminate 35 surface parking stalls associated with the auto service center and construct a four-level below-grade parking garage containing 207 parking stalls. Eleven at-grade parking stalls also would serve the project, for a total of 218 parking stalls. Access to the project site is provided by two existing right-turn only driveways on North De Anza Boulevard.

Scope of Study

This study was conducted for the purpose of satisfying the requirements of the California Environmental Quality Act (CEQA) and identifying the potential transportation related impacts as a result of the proposed development. The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Cupertino, as well as the Santa Clara Valley Transportation Authority (VTA). The VTA administers the Santa Clara County Congestion Management Program (CMP). For projects that would generate fewer than 100 net new peak hour vehicle trips, a CMP analysis is not required (see Appendix A for CMP "100 trip" language). A CMP analysis was not required because the project would generate fewer than 100 net new peak hour trips. The traffic study includes an analysis of AM and PM peak hour traffic conditions for five (5) signalized intersections and two (2) freeway segments near the project site (see below). This study also includes an analysis of site access, on-site circulation, vehicle queuing, bicycle and pedestrian access, transit service, and parking.

Study Intersections

1. North De Anza Boulevard and Homestead Road (CMP intersection)
2. North De Anza Boulevard and I-280 North Ramps (CMP intersection)
3. North De Anza Boulevard and I-280 South Ramps (CMP intersection)
4. North De Anza Boulevard and Mariani Avenue
5. North De Anza Boulevard and Stevens Creek Boulevard (CMP intersection)

Study Freeway Segments

1. I-280, between SR 85 and North De Anza Boulevard
2. I-280, between North De Anza Boulevard and Wolfe Road

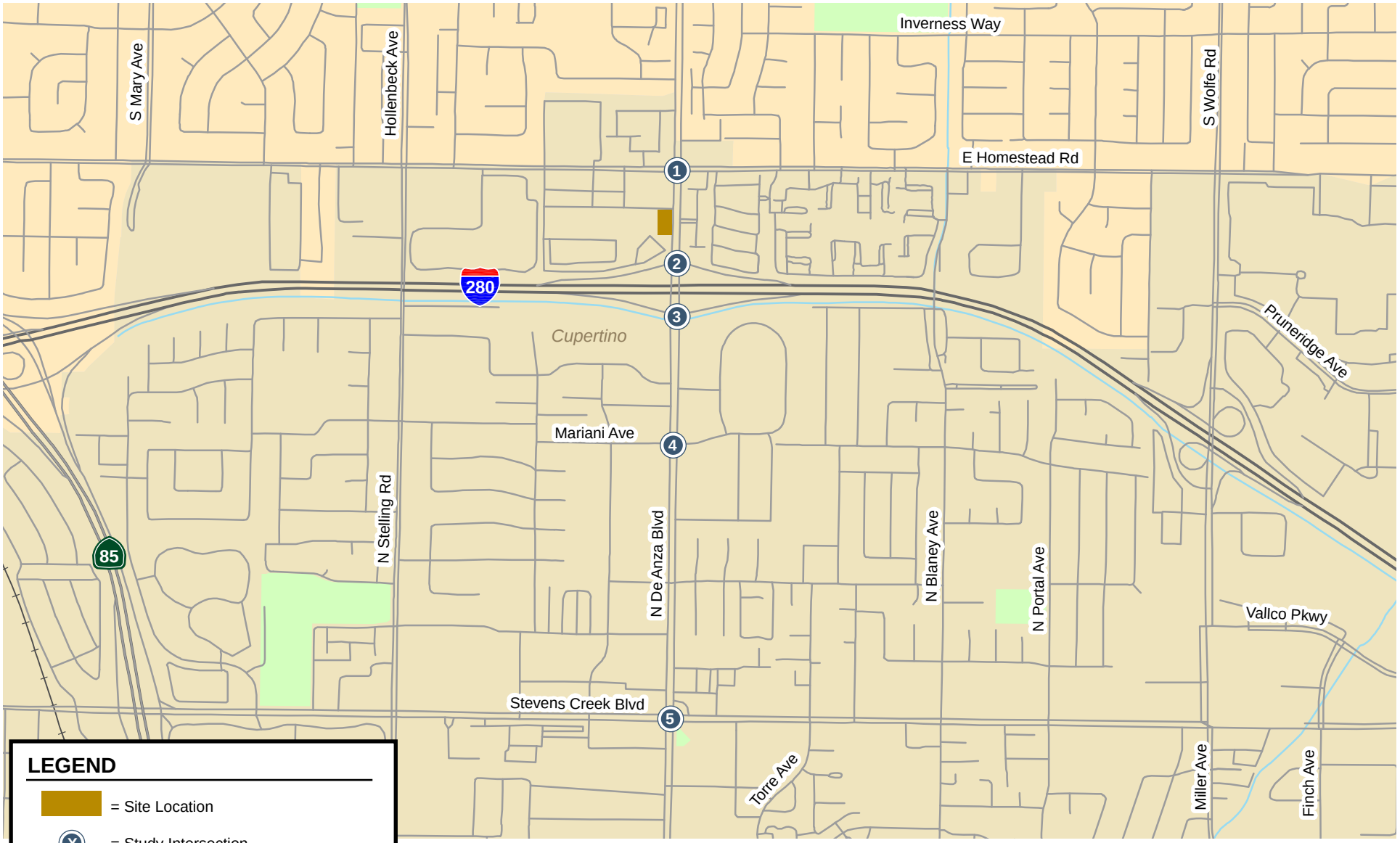

Figure 1
Site Location and Study Intersections

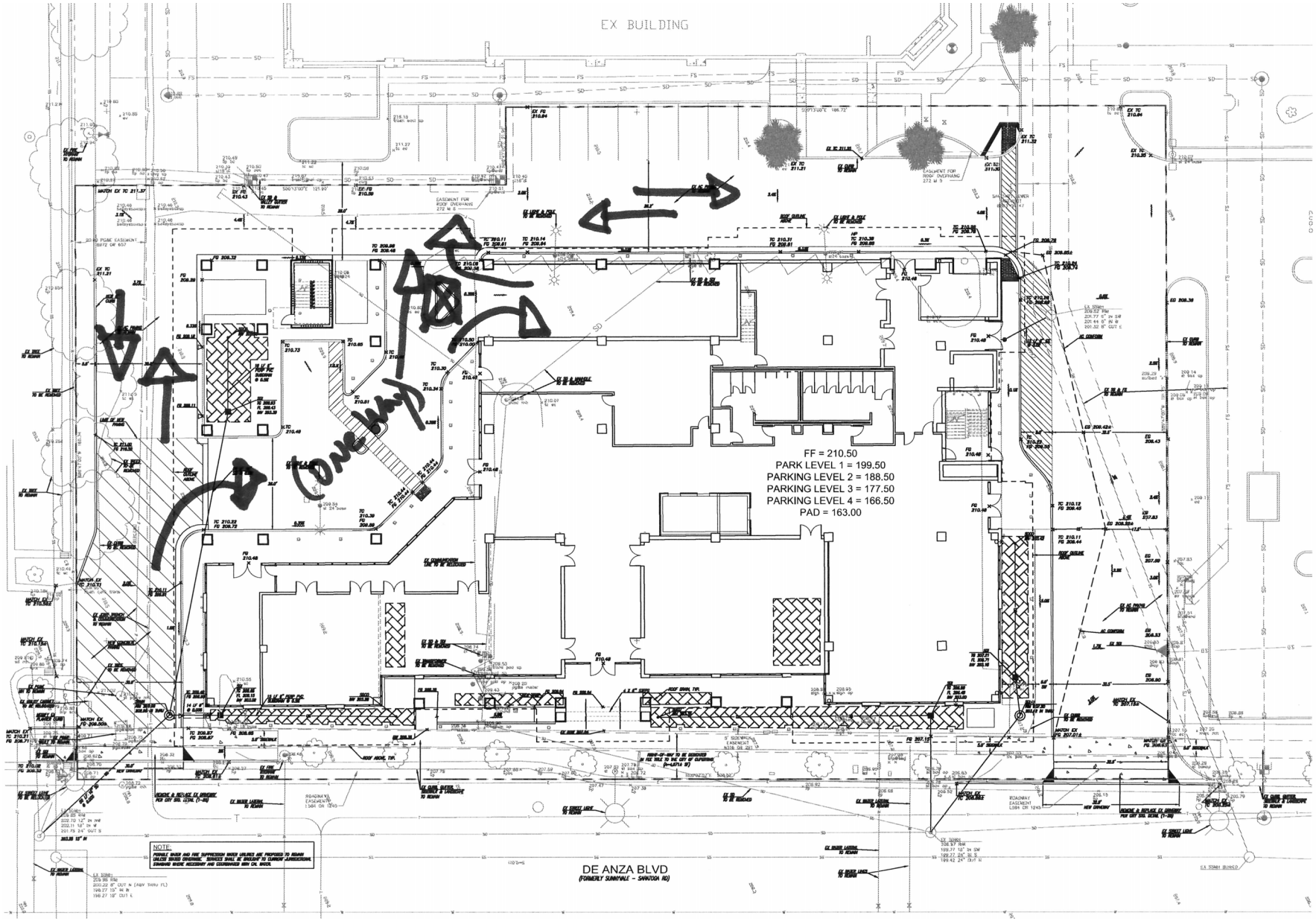

Figure 2
Project Site Plan

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 10:00 AM and the PM peak hour typically occurs between 4:00 PM and 7:00 PM on a regular weekday. These are the peak commute hours during which most traffic congestion occurs on the roadways in the study area.

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing traffic volumes at study intersections were based on new traffic counts conducted in March and May of 2018, as well as October 2016 PM count data obtained from the most recent (2016) CMP traffic count database. The study intersections were evaluated with a level of service analysis using TRAFFIX software in accordance with the *2000 Highway Capacity Manual* methodology. Study freeway segments were analyzed in accordance with VTA CMP methods. The new intersection count data are included in Appendix B.

Scenario 2: *Existing plus Project Conditions.* Existing traffic volumes with the project were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on the existing roadway network.

Scenario 3: *Background Conditions.* Background traffic volumes reflect traffic added by projected volumes from approved but not yet completed and/or occupied developments in the project area. The approved project trips and/or approved project information was obtained from the Cities of Cupertino and Sunnyvale. The approved project information is included in Appendix C.

Scenario 4: *Background plus Project Conditions.* Background traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

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, the City of Cupertino, the City of Sunnyvale, the CMP annual Monitoring Report, and field observations. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- intersection signal timing and phasing
- approved project information

Level of Service Standards and Analysis Methodologies

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 Study Intersections

All the study intersections are located in the City of Cupertino. The City of Cupertino evaluates level of service at signalized intersections based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The correlation between average control delay and level of service at signalized intersections is shown in Table 1. The City of Cupertino level of service standard for most signalized intersections is LOS D or better. For the study intersection of De Anza Boulevard and Stevens Creek Boulevard, the level of service standard is LOS E+ or better.

Table 1
Signalized Intersection Level of Service Definitions Based on Control 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 12.0
B		12.1 to 18.0
B-		18.1 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	20.1 to 23.0
C		23.1 to 32.0
C-		32.1 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	35.1 to 39.0
D		39.1 to 51.0
D-		51.1 to 55.0
E+	This is considered to be the limit of acceptable delay. These high delay values generally inidcate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 60.0
E		60.1 to 75.0
E-		75.1 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 delays.	greater than 80.0

Source:
Transportation Research Board, 2000 Highway Capacity Manual (Washington, D.C. 2000) p 10-16.
VTA Traffic Level of Service Analysis Guidelines (June 2003), Table 2.

CMP Intersections

Of the five intersections studied in the City of Cupertino, four are designated CMP intersections. The designated level of service methodology for the CMP also is the 2000 HCM operations method for signalized intersections, using TRAFFIX. The CMP level of service standard for signalized intersections is LOS E or better. However, within the City of Cupertino, the level of service standard for all but a few signalized intersections, including CMP intersections, is LOS D or better. As previously noted, the level of service standard for the study intersection of De Anza Boulevard and Stevens Creek Boulevard is LOS E+ or better.

Intersection Operations

The analysis of intersection level of service was supplemented with an analysis of traffic operations for intersections where the project would add a significant number of left turns. The operations analysis is based on vehicle queuing for high demand left-turn 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 # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

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 turn pocket storage requirements at signalized intersections.

The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length longer than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the "design queue length."

Freeway Segments

According to CMP guidelines, an analysis of freeway segment levels of service is only required if a project is estimated to add trips to a freeway segment equal to or greater than one percent of the capacity of that segment. Since the number of project trips added to the freeways in the area is estimated to be well below the one percent threshold, a detailed analysis of freeway segment levels of service was not performed. A simple freeway segment capacity evaluation to substantiate this determination is presented below in Table 2.

Table 2
Freeway Segment Capacity Evaluation

Freeway	Segment			Direction	Peak Hour	Mixed-Flow Lanes Capacity (vph) [1]	1% of Mixed-Flow Capacity	HOV Lane Capacity (vph) [1]	1% of HOV Capacity	Mixed-Flow Lanes Project Trips	HOV Lane Project Trips	1% or More of Capacity?
I-280	SR 85	to	De Anza Bl	EB	AM	6900	69	1800	18	5	1	NO
					PM	6900	69	1800	18	5	2	NO
I-280	De Anza Bl	to	Wolfe Rd	EB	AM	6900	69	1800	18	6	2	NO
					PM	6900	69	1800	18	9	2	NO
I-280	Wolfe Rd	to	De Anza Bl	WB	AM	6900	69	1800	18	9	2	NO
					PM	6900	69	1800	18	9	2	NO
I-280	De Anza Bl	to	SR 85	WB	AM	6900	69	1800	18	4	1	NO
					PM	6900	69	1800	18	5	1	NO

Notes:
[1] Capacity based on the ideal capacity cited in the *2000 Highway Capacity Manual.*

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For the purposes of this study, the criteria used to determine significant impacts on signalized intersections are based on the level of service standards for the City of Cupertino. Since the level of service standards for all signalized intersections within the City of Cupertino are more stringent than the CMP level of service standard, a separate CMP intersection analysis according to the CMP methodology was not necessary.

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 Cupertino if for either peak hour:

1. The level of service at the intersection under background conditions drops below its respective level of service standard when project traffic is added, or
2. The level of service at the intersection operates below its respective level of service standard under background conditions and the addition of project traffic causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (0.01) or more.

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 0.01 or more.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes the existing roadway network, transit services, and pedestrian facilities. Chapter 3 presents the intersection operations under background conditions and describes the approved projects in the Cities of Cupertino and Sunnyvale that would likely add traffic to the study area. Chapter 4 describes the methods used to estimate project-generated traffic and its impact on the transportation system. Chapter 5 presents the analysis of other transportation related issues including transit, bicycle, and pedestrian facilities.

2. Existing Conditions

This chapter describes the existing conditions for transportation facilities in the vicinity of the site, including the roadway network, transit service, pedestrian and bicycle facilities, and the existing levels of service for the key intersections in the study area.

Existing Roadway Network

Regional access to the project site is provided via Interstate 280 (I-280). Local access to the site is provided by North De Anza Boulevard, Homestead Road, and Stevens Creek Boulevard.

I-280 is a north/south, eight-lane freeway that extends from US 101 in San Jose to I-80 in San Francisco. It is generally an east-west oriented eight-lane freeway in the vicinity of the project site. I-280 is eight lanes wide with three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction in the vicinity of the project site. I-280 provides site access via a full interchange at North De Anza Boulevard.

North De Anza Boulevard is a north/south arterial that extends from Homestead Road in Cupertino south to Prospect Road, bordering Saratoga. Near the project site, North De Anza Boulevard is six lanes wide and has a posted speed limit of 40 mph. North De Anza Boulevard has sidewalks on both sides of the street, bike lanes in both directions and no on-street parking permitted in the project vicinity. As an arterial, North De Anza Boulevard distributes trips to commercial and residential areas and provides a balanced level of service between vehicles, bicycles, and pedestrians. The project site is directly accessible from North De Anza Boulevard.

Homestead Road is an east/west arterial that extends from Lafayette Street in Santa Clara west through Cupertino to Los Altos, where it merges with Foothill Expressway. In the vicinity of the project site, Homestead Road is four- to five-lanes wide and has a posted speed limit of 35 mph. Homestead Road has sidewalks on both sides of the street, bike lanes in both directions and no on-street parking permitted in the project vicinity. As an arterial, Homestead Road distributes trips to commercial and residential areas and provides a balanced level of service between vehicles, bicycles, and pedestrians. Access from Homestead Road to the project site is provided via North De Anza Boulevard.

Stevens Creek Boulevard is an east/west arterial that extends from Bascom Avenue in San Jose west through Cupertino, where it becomes Permanente Road. In the vicinity of the project site, Stevens Creek Boulevard is six lanes wide and has a posted speed limit of 35 mph. Stevens Creek Boulevard has sidewalks on both sides of the street, bike lanes in both directions and no on-street parking permitted. As an arterial, Stevens Creek Boulevard distributes trips to commercial and residential areas and provides a balanced level of service between vehicles, bicycles, and pedestrians. Access from Stevens Creek Boulevard to the project site is provided via North De Anza Boulevard.

Existing Pedestrian and Bicycle Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the vicinity of the project site, sidewalks exist along both sides of North De Anza Boulevard and Homestead Road, providing pedestrian access to and from the project site. The project site can be accessed via the parking lot of the adjacent Homestead Square Shopping Center. Marked crosswalks with pedestrian signal heads and push buttons are provided on all approaches of the signalized study intersections, except the south leg of the North De Anza Boulevard /I-280 northbound ramps intersection and the north leg of the North De Anza Boulevard /I-280 southbound ramps intersection.

Although some crosswalk connections are missing, the overall network of sidewalks and crosswalks in the study area has adequate connectivity and provides pedestrians with safe routes to transit services and other points of interest in the vicinity of the project site.

Existing Bicycle Facilities

There are some bicycle facilities in the vicinity of the project site. The existing bicycle facilities within the study area are described below and are shown on Figure 3.

North-south bicycle connections in the study area include striped bike lanes along North De Anza Boulevard between Stevens Creek Boulevard and Homestead Road, where they continue into Sunnyvale. Bike lanes are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage.

East-west bicycle connections in the study area consist of striped bike lanes along Homestead Road between Lafayette Street and Foothill Expressway, Mariani Avenue east of North De Anza Road, and Stevens Creek Boulevard between Lawrence Expressway and California Oak Way.

Existing Transit Service

Existing transit service near the project site is provided by the Santa Clara Valley Transportation Authority (VTA). Access to the nearby existing bus service (Local Bus Routes 55 and 81) is provided via bus stops located near each of the corners of the North De Anza Boulevard/Homestead Road intersection, approximately a two-minute walk (about 500 feet) from the project site. Local Route 55 provides transit service from De Anza College to Great America Parkway between 5:38am and 10;54pm, with 15- to 35-minute headways depending on the stop and direction. Local Route 81 provides transit service from Moffett Field/Ames Center to San Jose State University between 6:06am and 9:04pm, with 25- to 35-minute headways depending on the stop and direction. The transit service routes that run through the study area are shown on Figure 4.

Existing Intersection Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 5.

Existing traffic volumes were obtained from peak hour turning movement counts collected on October 12th of 2016, and March 28th, May 1st, and May 2nd of 2018. The 2016 count data were obtained from the VTA's CMP count database for the four CMP study intersections and consist of PM peak hour counts only. AM peak hour count data for all study intersections and PM peak hour count data for the non-CMP study intersection were obtained from new turning movement counts conducted in 2018.

The existing peak-hour intersection volumes are shown on Figure 6. New intersection turning-movement counts conducted for this analysis are presented in Appendix B.

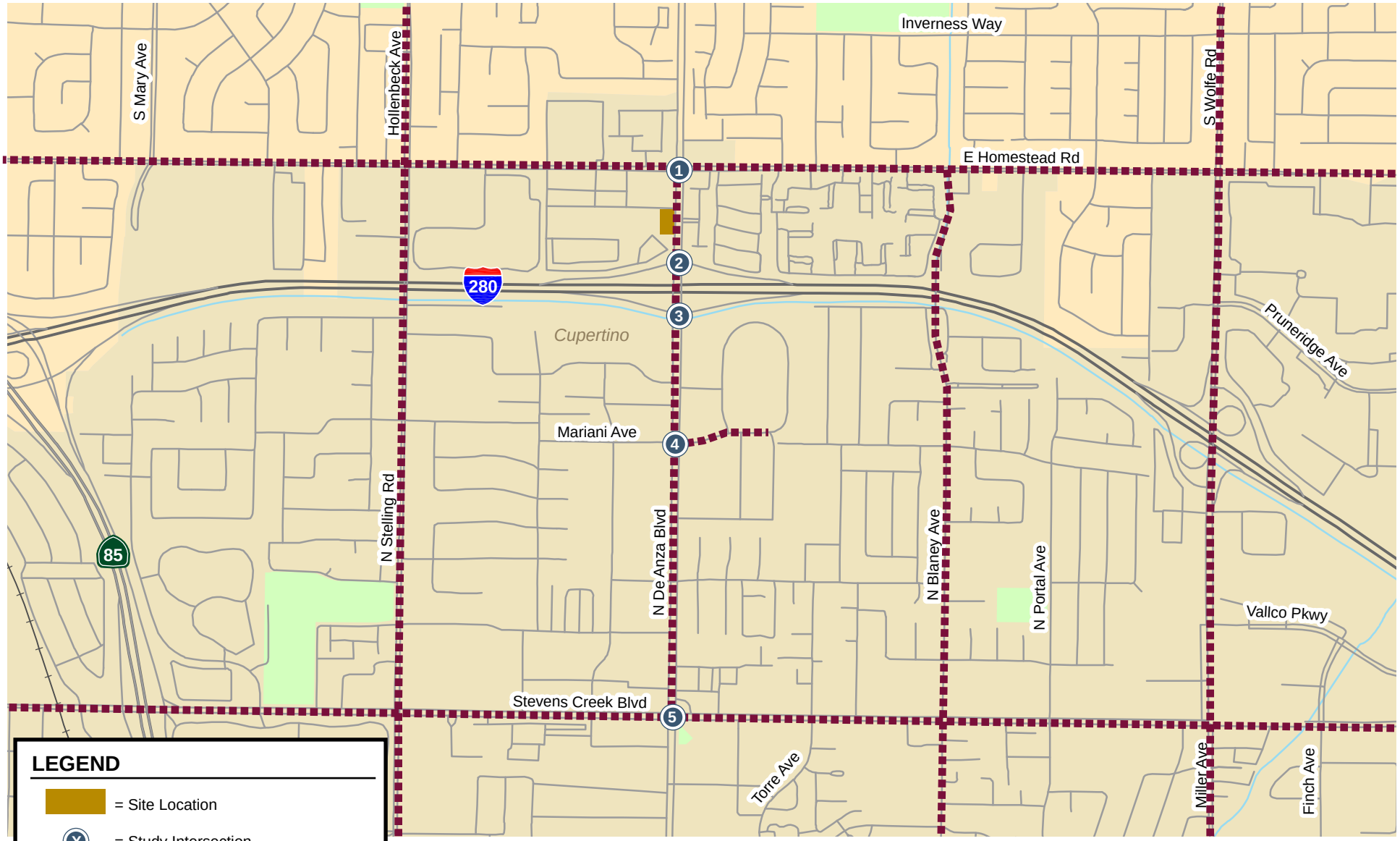

Figure 3
Existing Bicycle Facilities

NORTH
Not to Scale

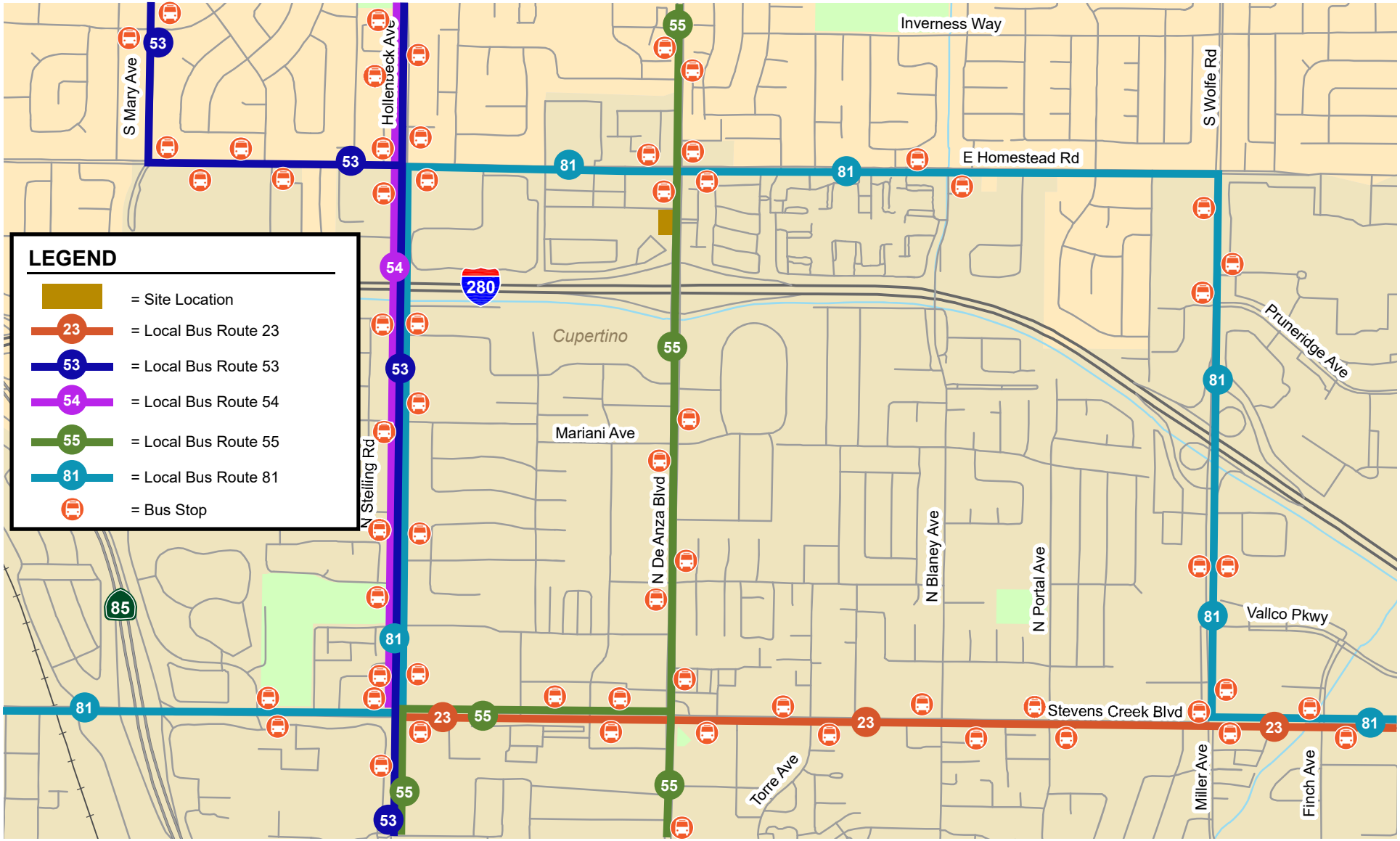

Figure 4
Existing Transit Service

NORTH
Not to Scale

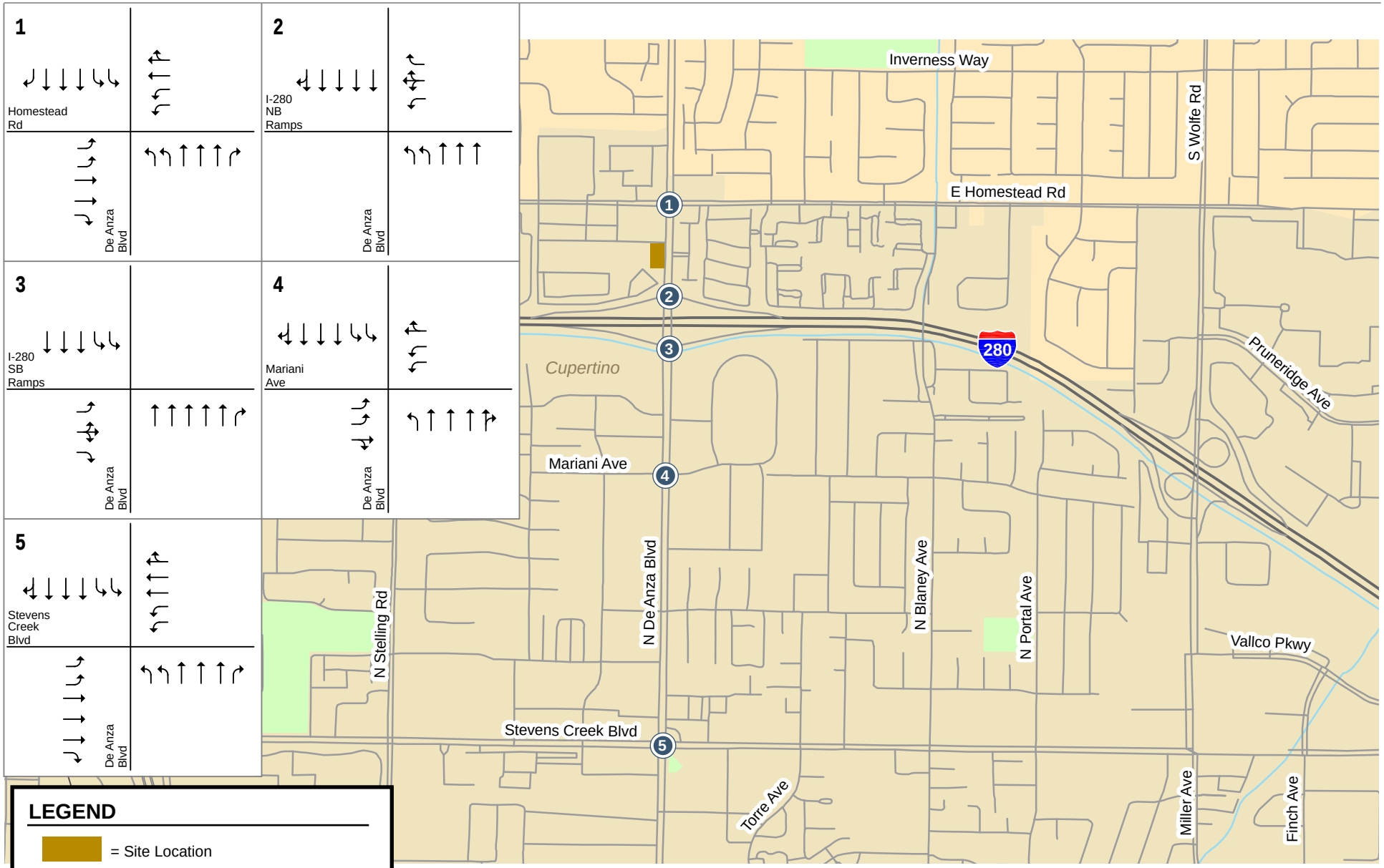

Figure 5
Existing Lane Configurations

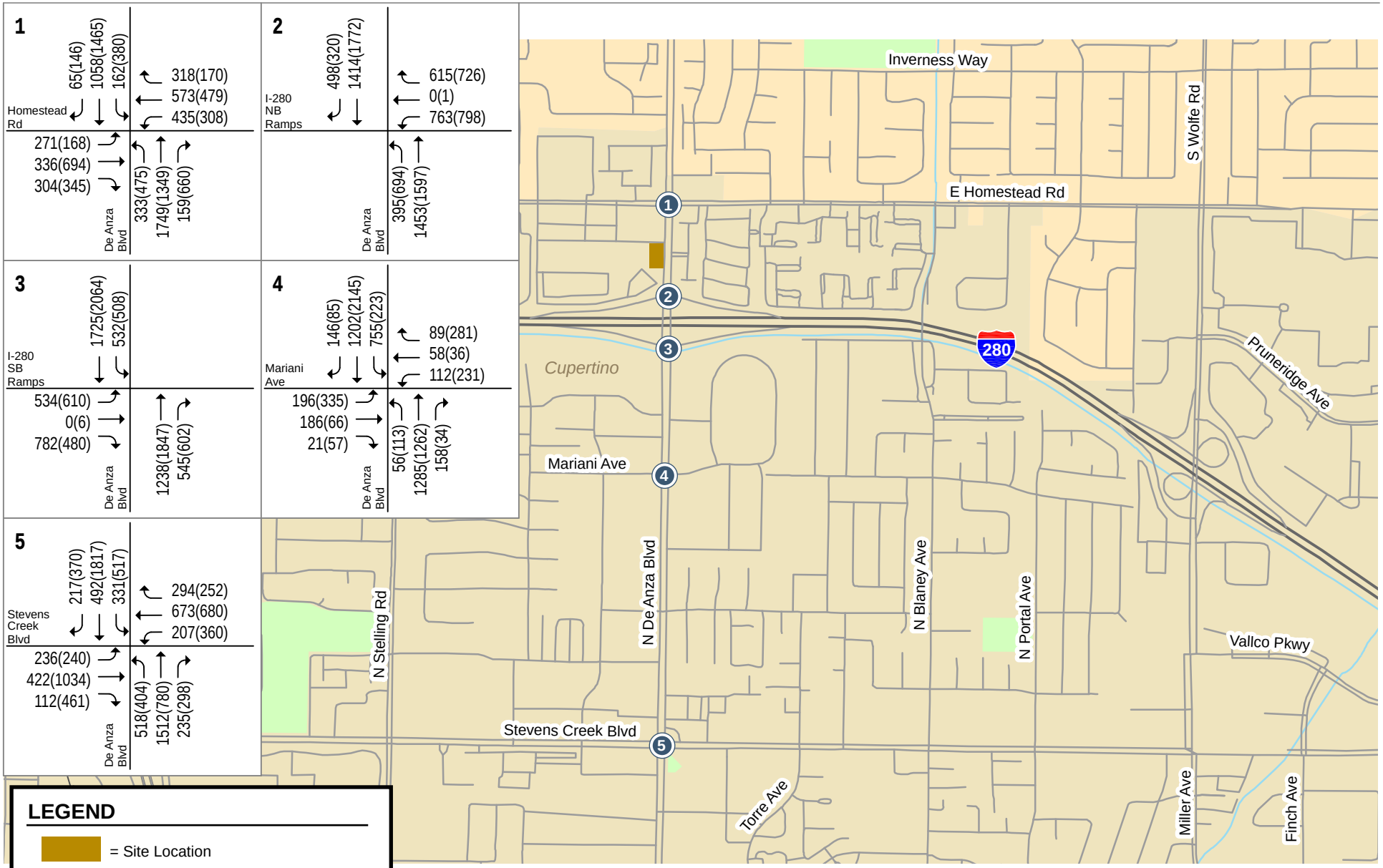

Figure 6
Existing Traffic Volumes

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Existing Intersection Levels of Service

Intersection levels of service were evaluated against the City of Cupertino standards. The results of the intersection level of service analysis show that all the study intersections currently operate at an acceptable level of service during both the AM and PM peak hours of traffic (see Table 3).

The intersection level of service calculation sheets are provided in Appendix D.

Table 3
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Existing Conditions Avg. Delay (sec)	Existing Conditions LOS
1	N. De Anza Boulevard and Homestead Road *	AM	03/28/18	37.2	D+
		PM	10/12/16	38.7	D+
2	N. De Anza Boulevard and I-280 N Ramps *	AM	05/02/18	21.9	C+
		PM	10/12/16	35.5	D+
3	N. De Anza Boulevard and I-280 S Ramps *	AM	05/02/18	22.4	C+
		PM	10/12/16	21.4	C+
4	N. De Anza Boulevard and Mariani Avenue	AM	05/02/18	37.4	D+
		PM	05/01/18	39.0	D+
5	N. De Anza Boulevard and Stevens Creek Boulevard *	AM	05/02/18	35.5	D+
		PM	10/12/16	43.7	D

Note:
* Denotes a CMP designated Intersection

Observed Traffic Conditions

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

Overall, most study intersections operated adequately during both the AM and PM peak hours of traffic, and the level of service analysis appears to accurately reflect existing traffic conditions. However, field observations showed that during the AM peak hour, congestion along North De Anza Boulevard in the northbound direction is not reflected in the intersection level of service calculations. The northbound congestion along North De Anza Boulevard at the I-280 Northbound Ramps spills back past the I-280 Southbound Ramps, creating additional delay for the northbound through movement at both intersections, as well as the westbound and eastbound right-turn movements at the I-280 southbound ramps. Due to the spillback, some vehicles required more than one signal cycle to clear the intersections.

3. Background Conditions

This chapter describes background traffic conditions, which are defined as conditions just prior to completion of the proposed project. Traffic volumes for background conditions comprise volumes from existing traffic volumes plus traffic generated by other approved developments in the vicinity of the site. This chapter describes the planned roadway network, the procedure used to determine background traffic volumes, and the resulting traffic conditions.

Roadway Network and Traffic Volumes Under Background Conditions

It is assumed in this analysis that the transportation network under background conditions would be the same as the existing transportation network because there are no planned and funded transportation improvements at the study intersections.

Background peak hour traffic volumes were estimated by adding to existing traffic volumes the trips generated by nearby approved but not yet completed or occupied projects (see Figure 7). Approved project information was obtained from the Cities of Cupertino and Sunnyvale lists of approved projects (see Appendix C). Trip generation estimates for the approved projects were based on their respective traffic studies, if available. For relatively small projects that did not require a traffic study, trips were estimated based on ITE trip rates. The estimated trips from the approved projects were distributed and assigned throughout the study area based on the trip distribution assumptions present in the traffic studies or based on knowledge of travel patterns in the study area.

Background Intersection Level of Service

Intersection levels of service were evaluated against the City of Cupertino standards. The results of the level of service analysis show that all the study intersections would continue to operate at an acceptable level of service during both the AM and PM peak hours of traffic under background conditions (see Table 4).

The intersection level of service calculation sheets are provided in Appendix D.

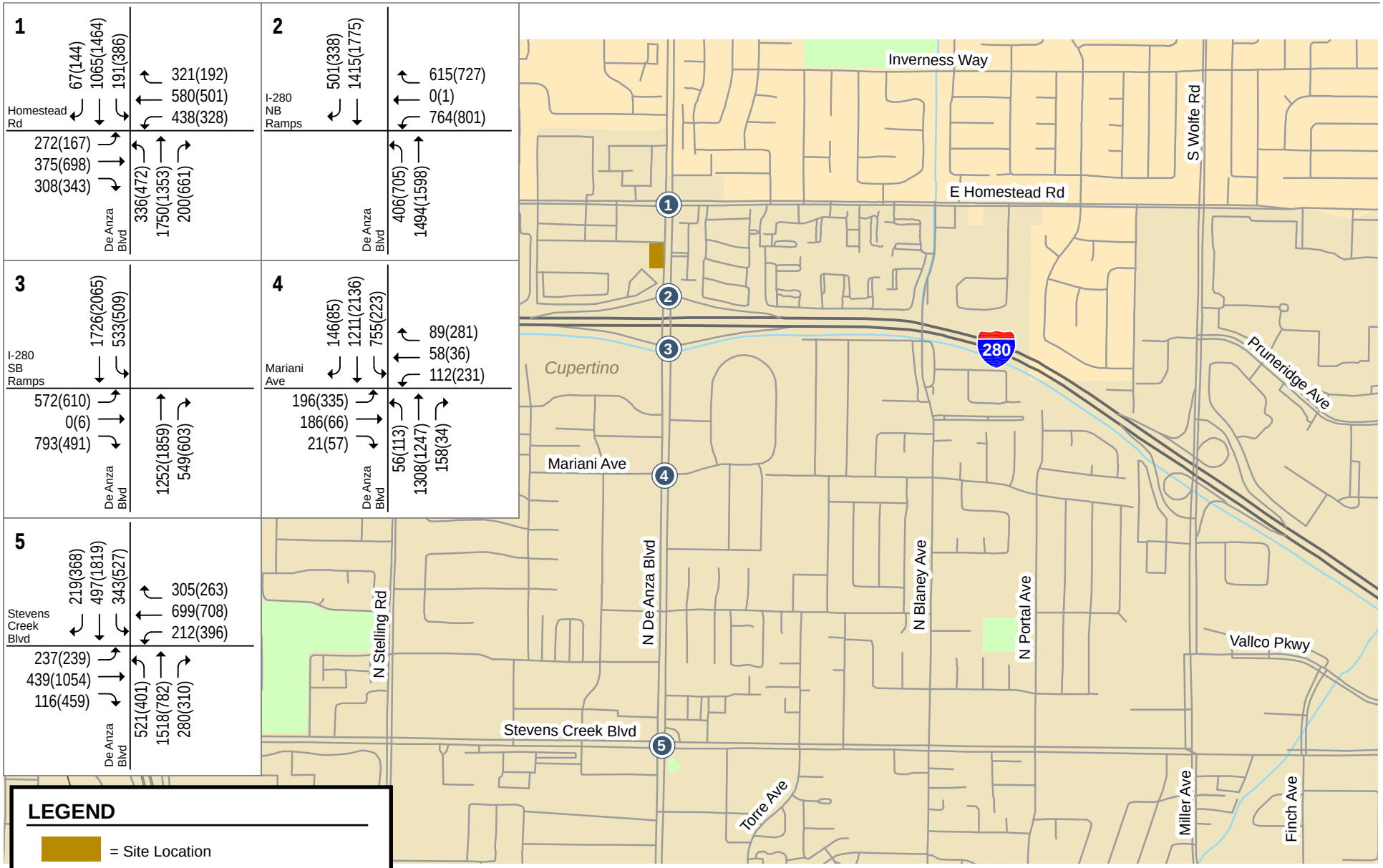


Figure 7
Background Traffic Volumes

Table 4
Background Intersection Levels of Service

Study Number	Intersection	Peak Hour	Existing Conditions		Background Conditions	
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS
1	N. De Anza Boulevard and Homestead Road *	AM	37.2	D+	37.8	D+
		PM	38.7	D+	39.5	D
2	N. De Anza Boulevard and I-280 N Ramps *	AM	21.9	C+	21.9	C+
		PM	35.5	D+	36.1	D+
3	N. De Anza Boulevard and I-280 S Ramps *	AM	22.4	C+	23.0	C+
		PM	21.4	C+	21.7	C+
4	N. De Anza Boulevard and Mariani Avenue	AM	37.4	D+	37.4	D+
		PM	39.0	D+	39.0	D
5	N. De Anza Boulevard and Stevens Creek Boulevard *	AM	35.5	D+	35.9	D+
		PM	43.7	D	44.6	D

Note:
* Denotes a CMP designated Intersection

4. Project Conditions

This chapter describes traffic conditions with the project and includes: (1) the method by which project traffic is estimated and (2) a level of service summary. Existing plus project conditions are represented by existing traffic conditions with the addition of traffic generated by the project. Existing plus project traffic conditions could potentially occur if the project were to be occupied prior to the other approved projects in the area. Background plus project conditions are represented by background traffic conditions with the addition of traffic generated by the project.

Transportation Network

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

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear were 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 traveling to and from the proposed hotel was estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel were estimated. In the project trip assignment, the project trips were assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Trips generated by any new development are typically estimated based on counts of existing developments of the same land use type. A compilation of typical trip generation rates can be found in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual.*

Project trip generation was estimated by applying to the size and use of the proposed development the appropriate trip generation rates obtained from the ITE *Trip Generation Manual, 10th Edition* (2017). The average trip generation rates for Hotel (Land Use Category 310) were applied to the project. The ITE rates for the Hotel land use category include trips generated by ancillary uses/supporting facilities such as restaurants, fitness facilities, meeting rooms (for conferences, banquets, etc.), and cocktail lounges. Based on the ITE rates for Hotel, the proposed development would generate a total of 1,908 gross daily vehicle trips, with 97 gross trips occurring during the weekday AM peak hour and 114 gross trips occurring during the weekday PM peak hour (see Table 5).

Trip Reductions and Adjustments

In accordance with VTA's *Transportation Impact Analysis Guidelines* (October 2014, Section 8.2.1, "Standard Trip Reductions"), the project is eligible for some reductions from the baseline trip generation described above. The applicable trip reductions are described below.

Internal Mixed-Use Trip Reduction

Given that the project would provide convenient access to the adjacent Homestead Square Shopping Center, the abundance of supporting retail uses is expected to reduce hotel-generated trips. Thus, in accordance with the 2014 VTA guidelines for projects with a mix of hotel and retail uses, a ten percent trip reduction was applied to the baseline project trip estimates to account for the internalization of trips (i.e., walking trips) between the hotel and the adjacent shopping center uses.

TDM Reduction for Shuttle Program

The project would offer a dedicated shuttle program for hotel employees and guests, which grants the project eligibility of a three (3) percent trip reduction per the VTA guidelines. The shuttle destinations would be determined based on hotel employee and guest needs.

Existing Use Credit

The trips generated by the existing occupied Goodyear Auto Service Center on the site can be subtracted from the trip generation estimates for the hotel. The existing tire store's trip generation was obtained from manual AM and PM peak hour counts conducted on July 11th, 2018. The trips generated by the Goodyear tire store were isolated from the rest of the shopping center. Based on the counts, the existing auto service center is generating 11 vehicle trips during the weekday AM peak hour and 12 vehicle trips during the weekday PM peak hour. The daily trips generated by the existing tire store were estimated by multiplying the weekday AM and PM peak hour trips by a factor of the ratio of daily trips to the total AM and PM peak hour trip rates for Tire Store (ITE Land Use 848).

Net Project Trips

After applying the ITE trip rates, appropriate trip reductions, and existing site trip credits, the proposed hotel project would generate 1,562 net new daily vehicle trips, with 73 new trips occurring during the AM peak hour and 87 new trips occurring during the PM peak hour. Using the inbound/outbound splits contained in the ITE *Trip Generation Manual*, the project would produce 42 new inbound and 31 new outbound trips during the AM peak hour, and 44 new inbound and 43 new outbound trips during the PM peak hour (See Table 5).

Trip Distribution and Assignment

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses including airports. The peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern, with an emphasis on freeway access and project driveway location. Figure 8 shows the trip distribution pattern for the proposed hotel. Figure 9 shows the net project trip assignment at the study intersections.

Existing Plus Project Traffic Volumes

Project trips, as represented on Figure 9, were added to existing traffic volumes to obtain existing plus project traffic volumes. The existing plus project traffic volumes are shown on Figure 10.

Table 5
Project Trip Generation Estimates

Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
		Trip Rate	Trips	Trip Rate	Trips In	Trips Out	Trips Total	Trip Rate	Trips In	Trips Out	Trips Total
Proposed Use											
Hotel [1]	156 rooms	12.23	1,908	0.62	56	41	97	0.73	56	58	114
Hotel and Retail Internal Mixed-Use Reduction (10%) [2]			*(191)*		*(6)*	*(4)*	*(10)*		*(6)*	*(5)*	*(11)*
TDM Reduction for Dedicated Shuttle Program (3%) [2]			*(57)*		*(2)*	*(1)*	*(3)*		*(2)*	*(2)*	*(4)*
Subtotal:			**1,660**		**48**	**36**	**84**		**48**	**51**	**99**
Existing Use (Credits)											
Goodyear Auto Service Center [3]	8,323 s.f.		(98)		(6)	(5)	(11)		(4)	(8)	(12)
Net Project Trips:			**1,562**		**42**	**31**	**73**		**44**	**43**	**87**

Notes:
[1] Trip generation based on average rates contained in the ITE *Trip Generation Manual*, 10th Ed., for Hotel (Land Use 310, Occupied Rooms).
[2] Trip reduction based on Standard Auto Trip Reduction Rates published in VTA's Transportation Impact Analysis Guidelines, 2014.
[3] Peak-hour trips for existing Goodyear Auto Service Center are based on driveway counts conducted on July 11, 2018. Daily trips are estimated based on the ratio of daily to total AM and PM peak hour trip rates for Tire Store (ITE Land Use 848).

Existing Plus Project Intersection Analysis

The results of the level of service analysis show that all the study intersections would operate at an acceptable level of service during both the AM and PM peak hours of traffic if the proposed project were completed and operating today (see Table 6). Note that the criteria that define a significant project impact at a signalized intersection in the City of Cupertino are based on comparing background plus project conditions to background (baseline) conditions. The intersection level of service calculation sheets are provided in Appendix D.

Table 6
Existing Plus Project Intersection Levels of Service

Study #	Intersection	Peak Hour	Existing Conditions					
			No Project		With Project			
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Crit. Delay (sec)	Incr. in Crit. V/C
1	N. De Anza Boulevard and Homestead Road *	AM	37.2	D+	37.5	D+	0.0	0.001
		PM	38.7	D+	39.3	D	1.3	0.010
2	N. De Anza Boulevard and I-280 N Ramps *	AM	21.9	C+	21.8	C+	0.0	0.004
		PM	35.5	D+	36.0	D+	1.1	0.008
3	N. De Anza Boulevard and I-280 S Ramps *	AM	22.4	C+	22.7	C+	0.5	0.007
		PM	21.4	C+	22.0	C+	1.4	0.012
4	N. De Anza Boulevard and Mariani Avenue	AM	37.4	D+	37.4	D+	0.0	0.001
		PM	39.0	D+	38.9	D+	0.0	0.001
5	N. De Anza Boulevard and Stevens Creek Boulevard *	AM	35.5	D+	35.6	D+	0.1	0.003
		PM	43.7	D	43.7	D	0.0	0.001

Note:
* Denotes a CMP designated Intersection

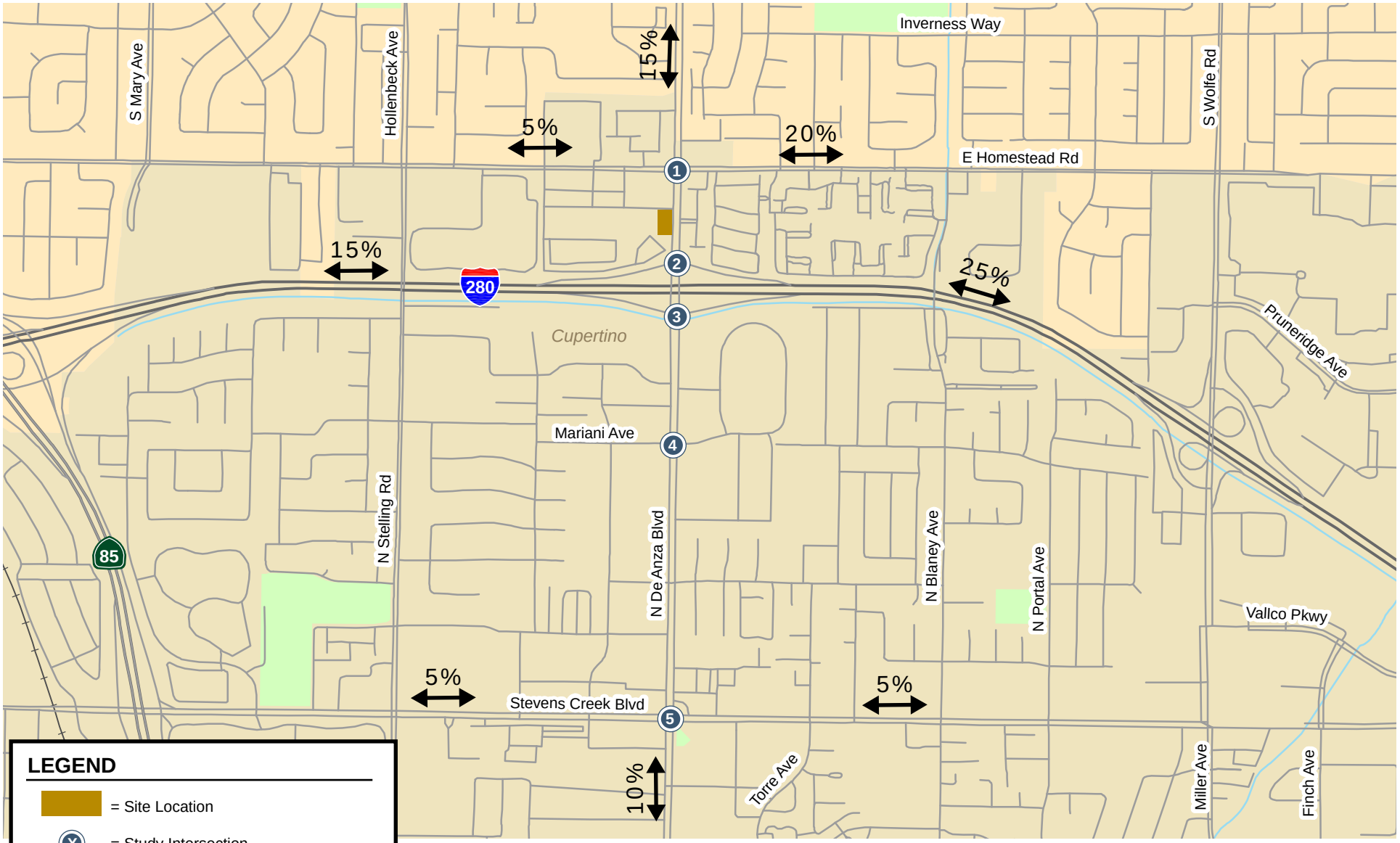


Figure 8
Project Trip Distribution

NORTH
Not to Scale

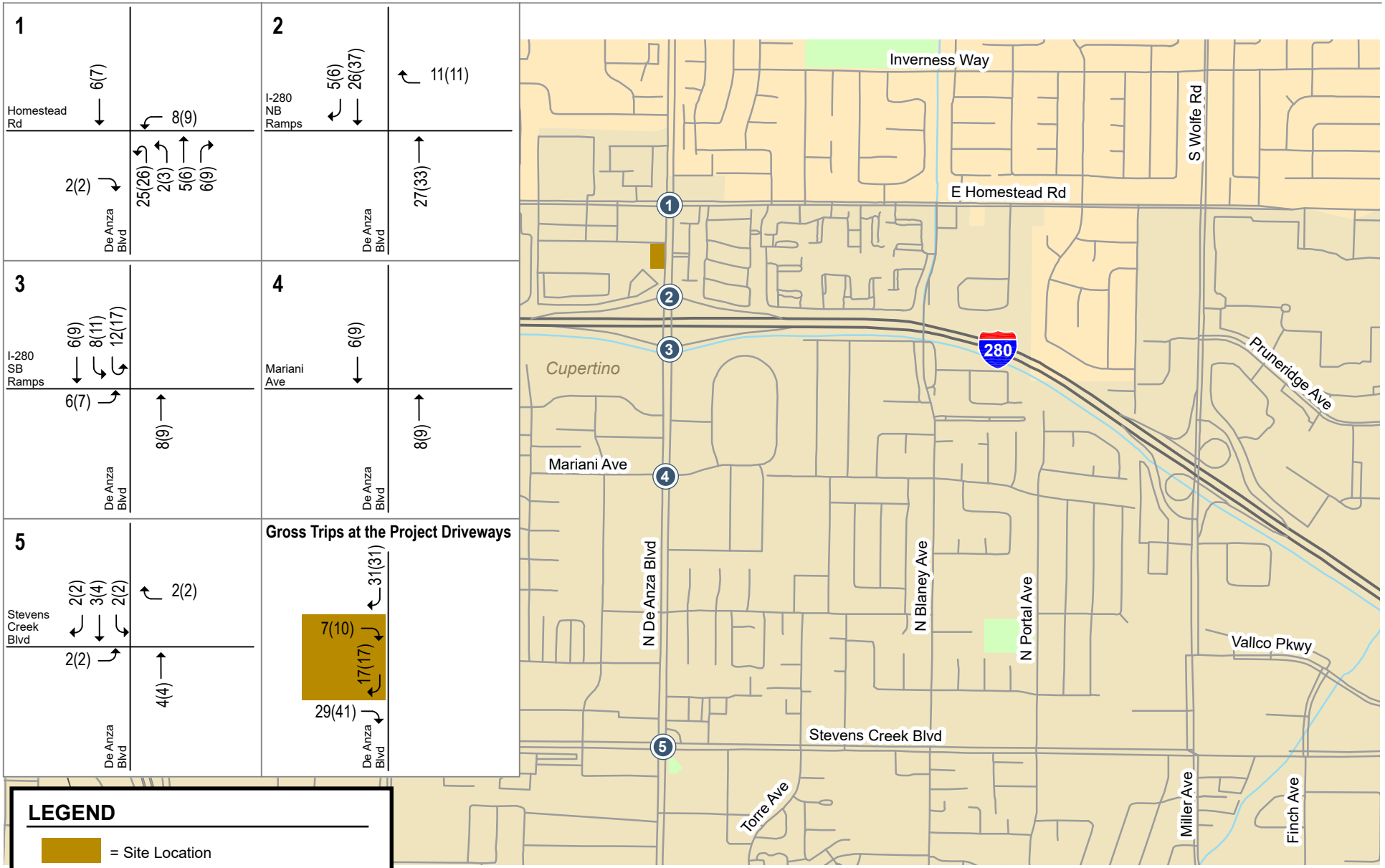


Figure 9
Net Project Trip Assignment

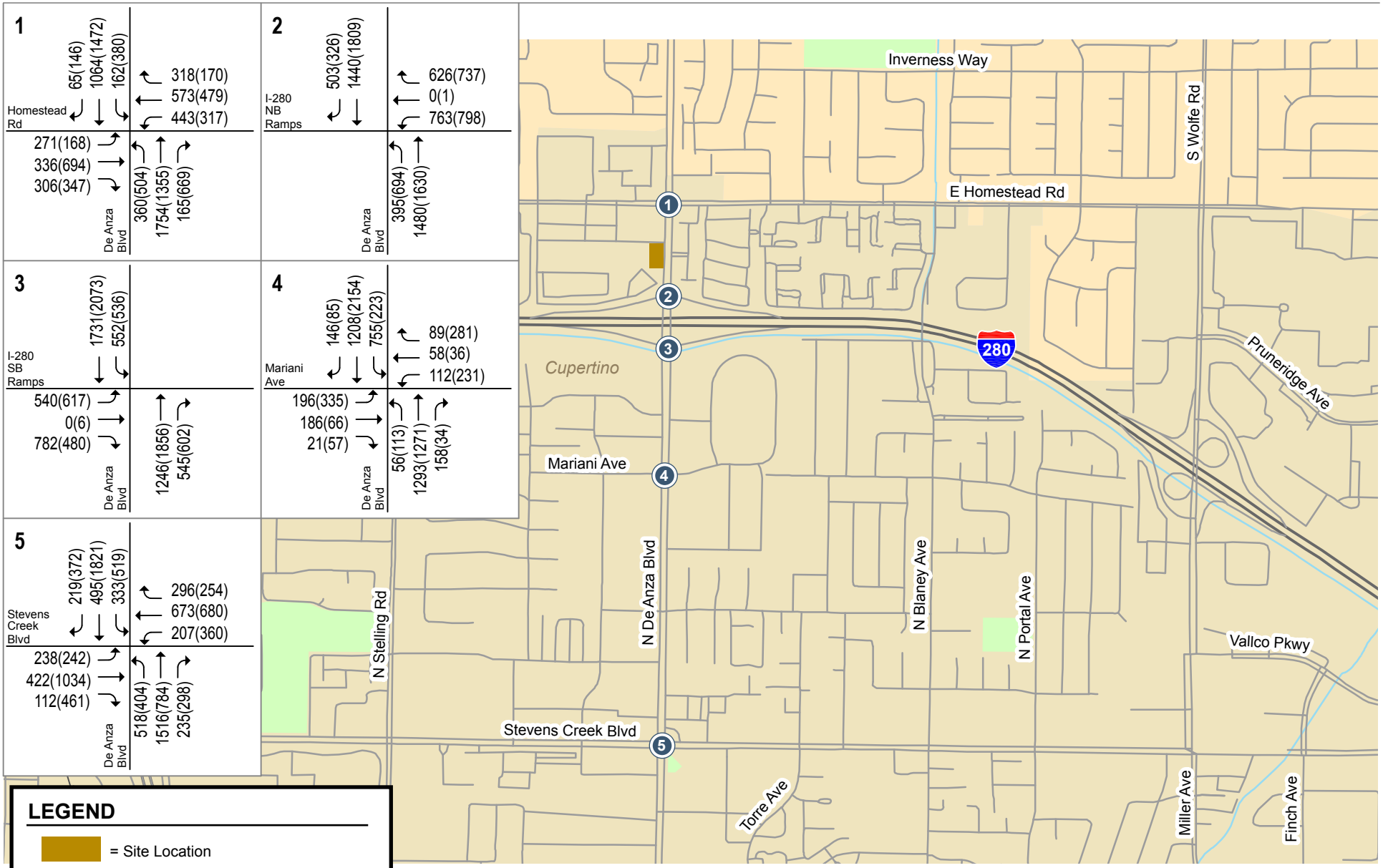


Figure 10
Existing Plus Project Traffic Volumes

Background Plus Project Traffic Volumes

Project trips, as previously shown on Figure 9, were added to background traffic volumes to obtain background plus project traffic volumes. The background plus project traffic volumes at the study intersections are shown on Figure 11.

Background Plus Project Intersection Analysis

Intersection levels of service were evaluated against the City of Cupertino standards. The results of the intersection level of service analysis show that all the study intersections would continue to operate at an acceptable level of service) during both the AM and PM peak hours of traffic under background plus project conditions (see Table 7). Thus, none of the study intersections would be significantly impacted by the project, according to the City of Cupertino significant impact criteria.

The intersection level of service calculation sheets are provided in Appendix D.

Table 7
Background Plus Project Intersection Levels of Service

Study #	Intersection	Peak Hour	Background Conditions					
			No Project		With Project			
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Crit. Delay (sec)	Incr. In Crit. V/C
1	N. De Anza Boulevard and Homestead Road *	AM	37.8	D+	38.2	D+	0.0	0.001
		PM	39.5	D	40.2	D	1.4	0.010
2	N. De Anza Boulevard and I-280 N Ramps *	AM	21.9	C+	21.8	C+	0.0	0.004
		PM	36.1	D+	36.6	D+	1.2	0.008
3	N. De Anza Boulevard and I-280 S Ramps *	AM	23.0	C+	23.3	C	0.5	0.007
		PM	21.7	C+	22.2	C+	1.5	0.012
4	N. De Anza Boulevard and Mariani Avenue	AM	37.4	D+	37.4	D+	0.0	0.001
		PM	39.0	D	39.0	D+	0.0	0.001
5	N. De Anza Boulevard and Stevens Creek Boulevard *	AM	35.9	D+	35.9	D+	0.1	0.003
		PM	44.6	D	44.6	D	0.0	0.001

Note:
* Denotes a CMP designated Intersection

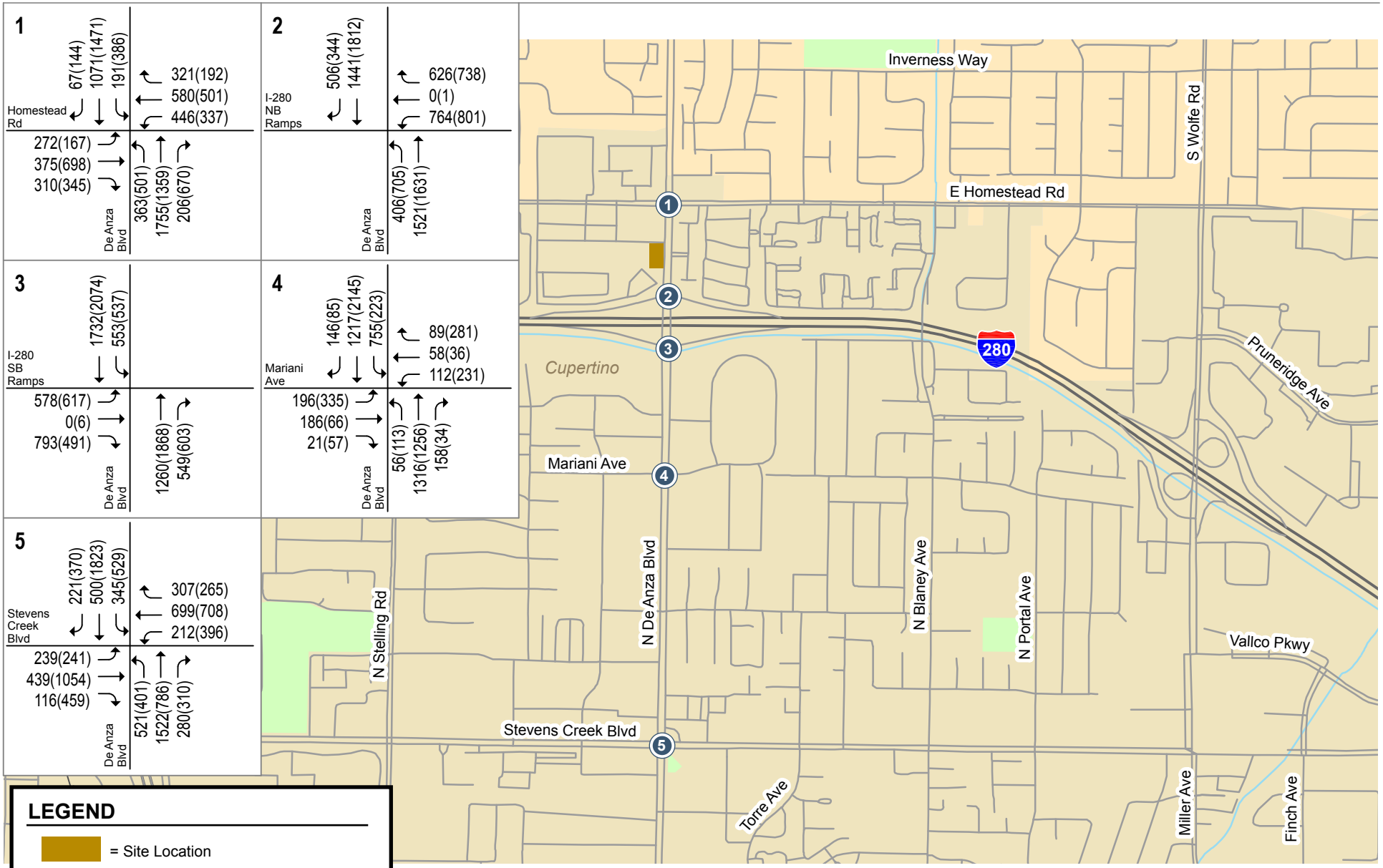


Figure 11
Background Plus Project Traffic Volumes

5. Other Transportation Issues

This chapter presents other transportation issues associated with the project. These include an analysis of:

- Site Access and On-Site Circulation
- Truck and Emergency Vehicle Access and On-Site Circulation
- Parking
- Intersection Queuing
- Potential impacts to transit, bicycle and pedestrian facilities

Unlike the level of service impact methodology, which is adopted by the City Council, most of the analyses in this chapter are based on professional judgement in accordance with the standards and methods employed by the traffic engineering community. Although operational issues are not considered CEQA impacts, they do describe traffic conditions that are relevant to describing the project environment.

Site Access and On-Site Circulation

The site access and on-site circulation evaluation is based on the April 19, 2019 site plan prepared by Winkleman Designs (see Figure 2 in Chapter 1). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, delays, vehicle queues, geometric design, and sight distance. Figure 2 shows the surface parking spaces, while Figures 12 through 15 show the four below-grade parking levels. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Project Driveway Design

Vehicular access to the project site would be provided via two limited-access (right-turn only) driveways located on North De Anza Boulevard: one located at the northern end of the project site and one located at the southern end of the project site. Both driveways would provide access to the passenger drop-off/pick-up area adjacent to the hotel lobby entrance, as well as to the underground parking garage. Both driveways would also continue to serve the existing Homestead Square Shopping Center. Based on the site plan, the northern driveway width would be reduced from approximately 40 feet wide to 32 feet 4 inches wide. The southern driveway is a low volume driveway that currently measures 34 feet wide. The project is proposing to narrow the southern driveway to 30 feet wide. As proposed, both driveways would adequately serve two-way traffic as intended.

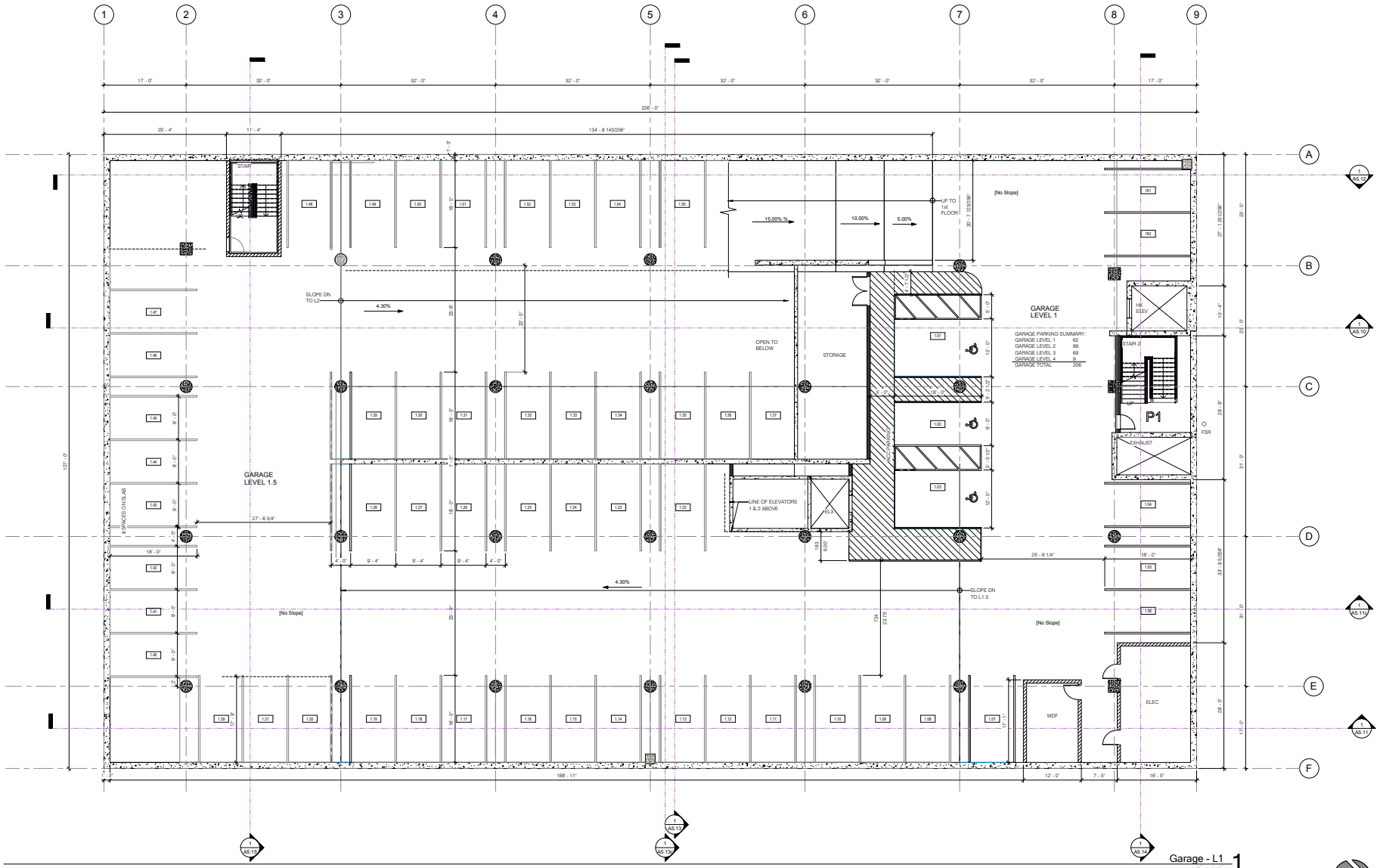


Figure 12
Parking Garage Below-Grade Level 1 Layout

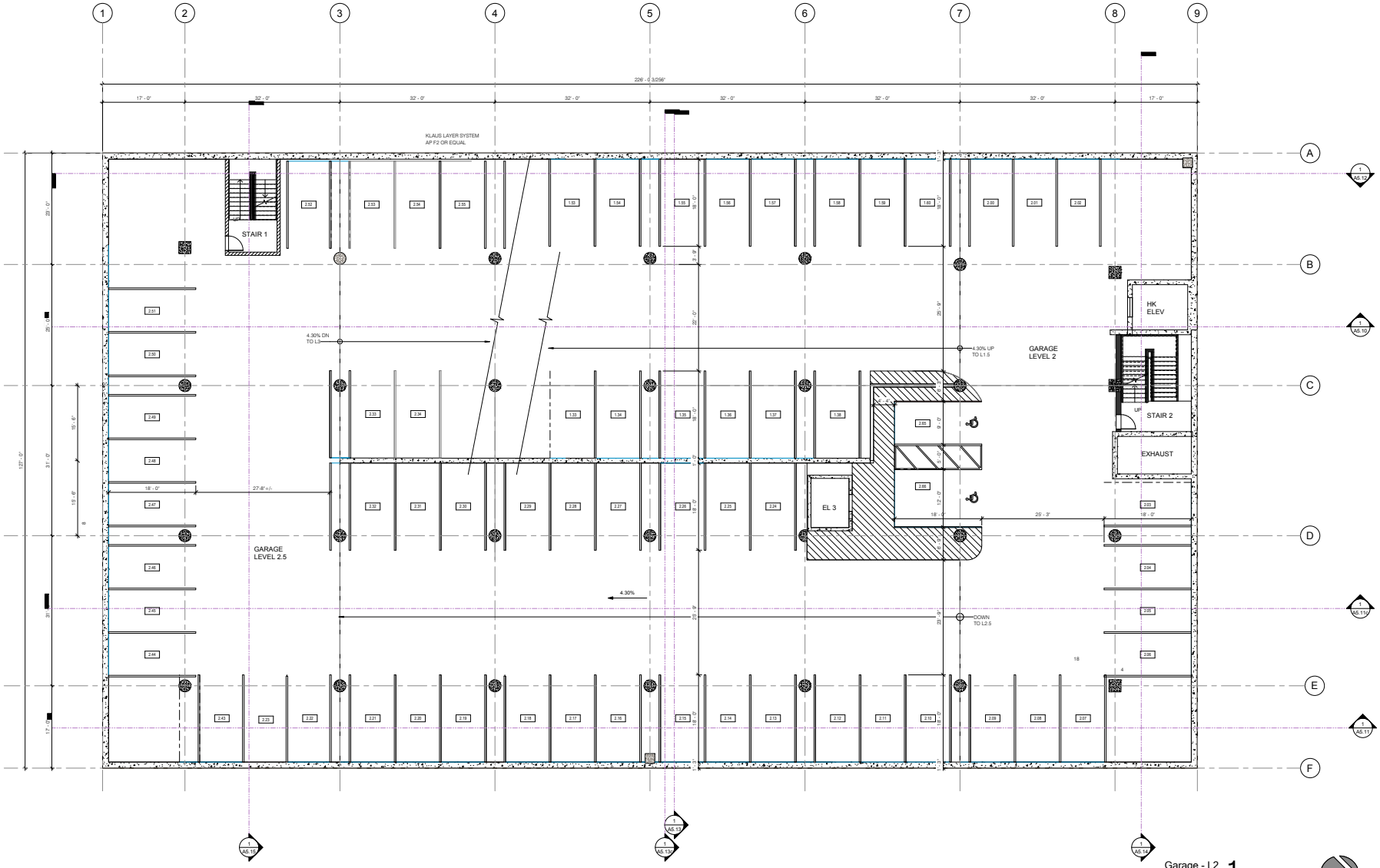


Figure 13
Parking Garage Below-Grade Level 2 Layout

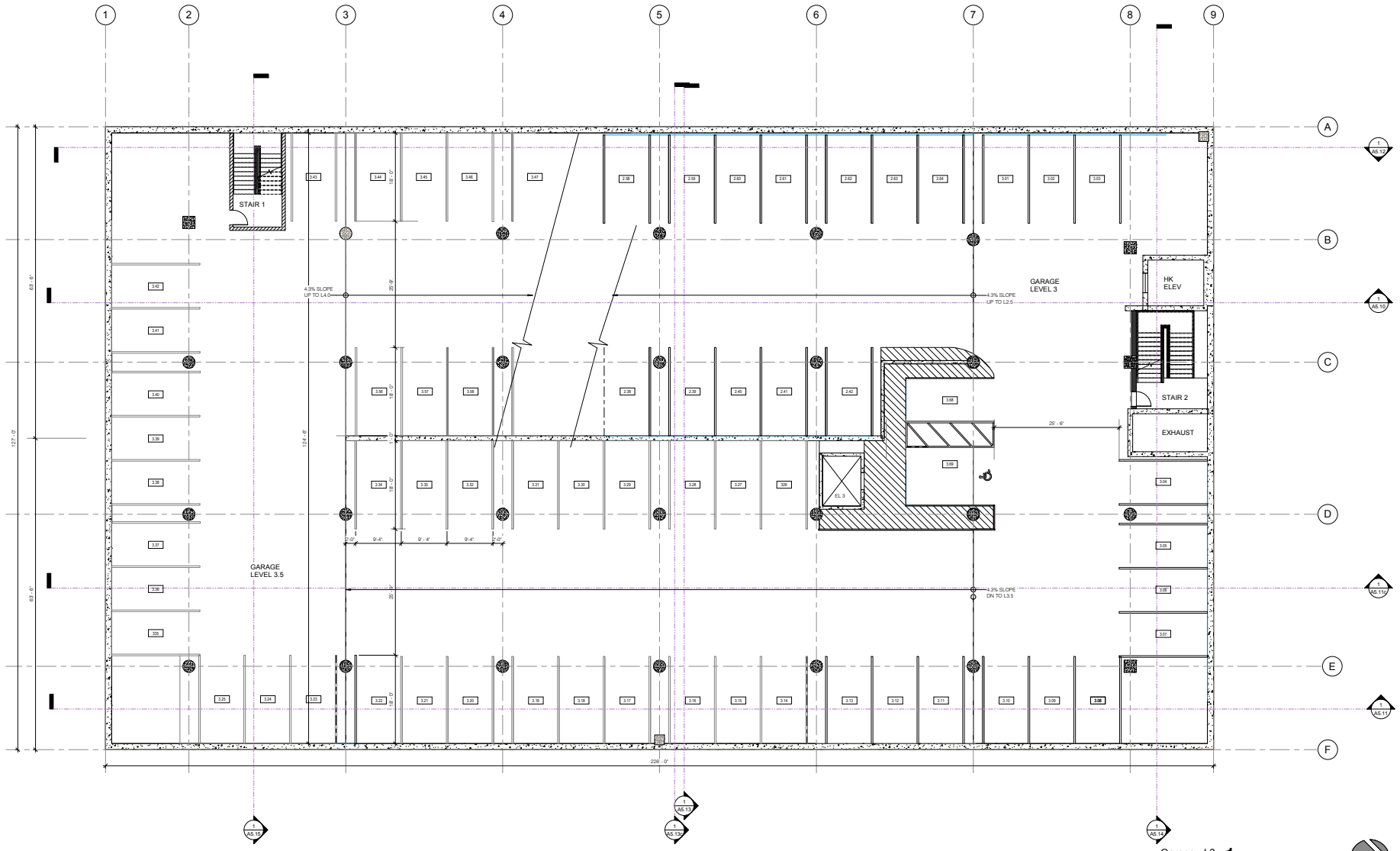


Figure 14
Parking Garage Below-Grade Level 3 Layout

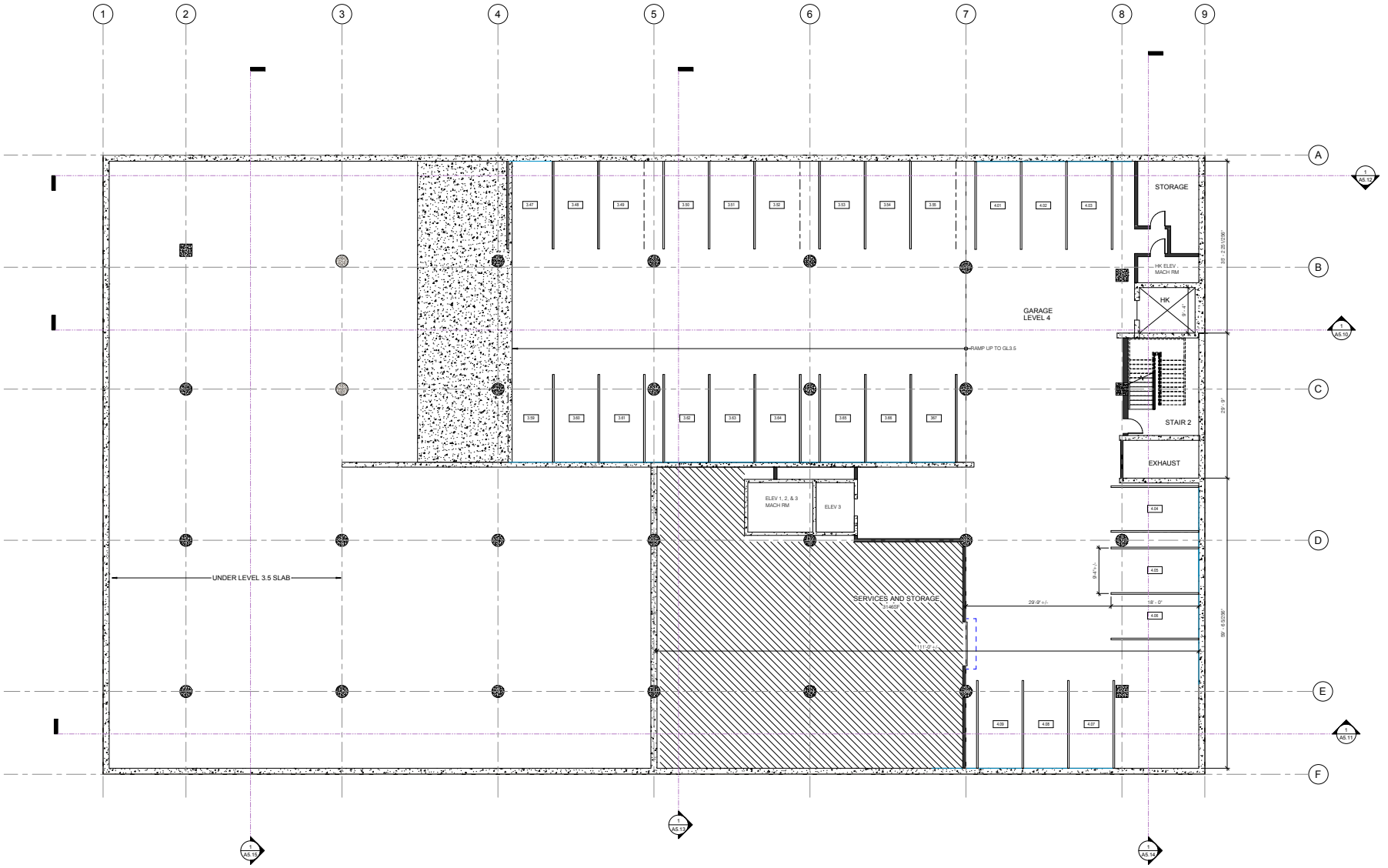


Figure 15
Parking Garage Below-Grade Level 4 Layout

Sight Distance

There are some existing trees along the project frontage on North De Anza Boulevard; however, the trees do not conflict with a driver's ability to locate gaps in traffic given their high canopies. The project driveways are free and clear of visual obstructions, thereby ensuring exiting vehicles can see pedestrians on the sidewalks and vehicles and bicycles traveling on North De Anza Boulevard. Any proposed additional landscaping and/or signage should be located in such a way to ensure an unobstructed view for drivers exiting the site.

Adequate sight distance (sight distance triangles) should be provided at the driveways on De Anza Boulevard providing access to the project site in accordance with Caltrans standards, as described in the Highway Design Manual (July 2, 2018). Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at an intersection or driveway and provides drivers with the ability to locate sufficient gaps in traffic. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Given that De Anza Boulevard has a posted speed limit of 40 mph, the Caltrans stopping sight distance is 360 feet (based on a design speed of 45 mph). Thus, a driver must be able to see 360 feet in both directions along De Anza Boulevard in order to stop and avoid a collision. Based on existing observations and the project site plan, both driveways on De Anza Boulevard meet the Caltrans stopping sight distance standard.

Project Driveway Operations

The project-generated trips that are estimated to use the two driveways are a combined 48 inbound and 36 outbound trips during the AM peak hour, and 48 inbound and 51 outbound trips during the PM peak hour. Although North De Anza Boulevard has high traffic volumes in the southbound direction, based on observed traffic conditions, outbound vehicle queues should rarely exceed 2 or 3 vehicles in length during the peak hours, and no queuing issues are expected to occur.

North De Anza Boulevard has a raised median between Homestead Road and the I-280 northbound ramps. The project driveways would provide limited access, allowing only inbound and outbound right turns to and from North De Anza Boulevard. Consequently, outbound vehicles seeking to travel north on North De Anza Boulevard must make a U-turn at the I-280 southbound ramps, while inbound vehicles approaching from the south must make a U-turn at Homestead Road to access the project driveways. Based on the project trip distribution pattern, it is estimated that 12 vehicles during the AM peak hour and 17 vehicles during the PM peak hour would be making a U-turn at the I-280 southbound ramps, while 25 vehicles during the AM peak hour and 26 vehicles during the PM peak hour would be making a U-turn at Homestead Road.

An analysis of the left-turn pocket queuing and storage lengths for the southbound left-turn movement at the North De Anza Boulevard/I-280 southbound ramps intersection and the northbound left-turn movement at the North De Anza Boulevard/Homestead Road intersection is presented later in this chapter (see Table 8).

On-Site Circulation

On-site vehicular circulation was reviewed in accordance with the City of Cupertino Zoning Code and generally accepted traffic engineering standards. The proposed site plan would provide vehicles with adequate connectivity throughout the site and parking areas. The project is proposing one-way access to the porte-cochere/passenger loading area adjacent to the hotel lobby entrance (see comments on Figure 2 in Chapter 1).

The City's standard minimum width for two-way drive aisles is 22 feet where 90-degree parking is provided. This allows sufficient room for vehicles to back out of the parking spaces. According to the

site plan the project would provide eleven 90-degree parking stalls on the ground level: one stall accessible from the southern drive aisle, one handicapped stall along the hotel drive aisle adjacent to the passenger loading area, one stall on the hotel side of the western drive aisle, and eight stalls on the existing shopping center side of the western drive aisle. The four below-grade levels of the parking garage would also contain 90-degree parking stalls. The drive aisles providing access to the surface parking stalls measure between 26 feet and 30 feet wide, while the drive aisles within the parking garage measure between 22 feet and 28 feet wide. Thus, adequate access to all parking stalls would be provided throughout the site.

Parking Stall Dimensions

According to the site plan, the project proposes standard-size (8.5 feet wide by 18 feet long) parking stalls, which would meet the City's off-street parking design standard. Van accessibility is provided at five of the seven ADA accessible stall locations.

Parking Garage Vehicular Access and Circulation

The project site plan shows adequate vehicular circulation within the parking garage on all four below-grade parking levels, with one dead-end aisle on the fourth level at the northeast end (see Figure 15). However, a turnaround would be provided near the end of the dead-end drive aisle, providing vehicles adequate space to turn around if they fail to find a parking space. Vehicular access to the parking garage entrance/exit would be provided via an access ramp located along the western edge of the building, adjacent to the drop-off/pick-up area and the hotel lobby entrance. As previously mentioned, vehicles accessing the garage ramp would only be able to do so from the southern entrance of the main hotel drive aisle.

The parking garage was also reviewed for vehicle access using vehicle turning-movement templates. Vehicles accessing the garage would be required to make a 90-degree right turn at the bottom of the ramp. Due to the sharp right turns necessary to access each lower parking level, drivers of larger vehicles would require additional drive aisle width (i.e., would encroach upon the opposing lane) to complete the right-turn movements, resulting in potential conflicts between inbound and outbound vehicles. Vehicles traveling up the ramps from the lower parking levels to exit the garage would not have any difficulty negotiating the left-turn movements onto the ramp. Convex mirrors should be placed on each parking level at appropriate locations to assist drivers with blind turns within the parking garage.

Typical engineering standards require garage ramps to have no greater than a 20 percent grade with transition grades of 10 percent. Based on the project plans, the garage entrance/exit ramp comprises a 15 percent slope with transition grades between 5 and 10 percent. Slopes of the interior ramps comprise a grade of 4.3 percent. Parking is shown along the interior ramps. Engineering standards require that consistent ramps with parking are to have no greater than a 6.7 percent grade. Therefore, the proposed interior ramp grade is acceptable and parking along the interior ramps is not expected to be problematic.

Bike and Pedestrian On-site Circulation

The site plan shows adequate pedestrian circulation throughout the site, as well as between the site and the surrounding pedestrian facilities. The project would construct a continuous sidewalk around the perimeter of the hotel building, except along the west side of the hotel building where landscaping is being proposed. Project plans also show pedestrian access between the parking structure and the on-site uses would be provided via elevators and a stairway on each parking level. The elevators would be centrally located, as well as situated along the north end of the building/garage. The stairways would be located adjacent to the north elevator and in the southwest corner of the building, providing direct access to either the hotel's main lobby or to an exit corridor.

Bicycle parking would be located adjacent to the main hotel drive aisle at the southwest corner of the building. This would allow bicyclists to enter/leave the project site using the project driveways and connect to the bike lanes on North De Anza Boulevard. Providing convenient bike parking will help create a pedestrian- and bicycle-friendly environment and encourage bicycling by guests and employees. In addition, the inclusion of convenient bike parking complements the bicycle facilities in the vicinity of the project site.

Truck Access and Circulation

Truck activities (e.g., deliveries and garbage collection) for the project are not expected to occur within the garage due to height and access limitations. The majority of loading and unloading is expected to occur within the proposed freight loading zone at the northwest corner of the hotel building adjacent to the north elevator. The designated loading zone is shown to be 40 feet long by 9 feet wide and would be adequate to serve the hotel. Small delivery vehicles could also access the porte-cochere to make hotel office deliveries.

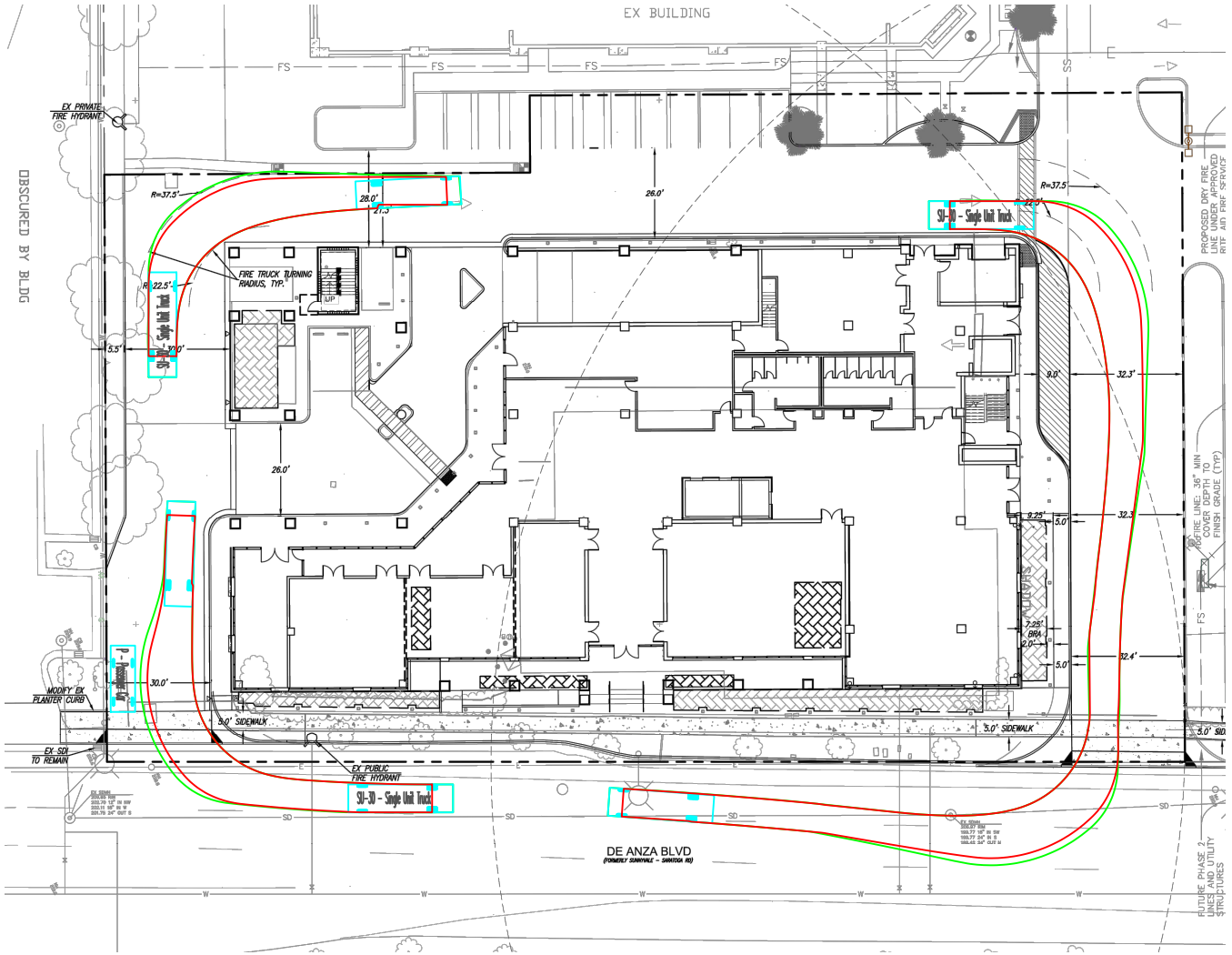
The project plans show the trash room would be located at the northwest corner of the hotel building. Garbage collection activities would occur on-site at this location outside the building. It is assumed that garbage trucks could enter the site from either project driveway on De Anza Boulevard. On-site garbage collection activities would involve rolling the trash bins out of the trash enclosure, collecting the waste material, and returning the bins to the enclosure. Since the bins would be stored in outside trash enclosures, adequate overhead clearance would be available to empty the dumpsters over the truck.

The project site plan was reviewed for truck access using truck turning-movement templates for a SU-30 (single-unit) truck type, which represents small- to medium-sized emergency vehicles, garbage trucks, delivery trucks and moving trucks. Based on the current site plan configuration, SU-30 trucks would have adequate access at both project driveways. As proposed, the 30-foot wide southern project driveway would provide adequate space for trucks (including emergency vehicles) to enter the driveway and vehicles to exit the driveway simultaneously. Figure 16 shows the anticipated clockwise truck circulation pattern based on the proposed site layout. On-site truck circulation would be adequate.

Parking Supply

The City of Cupertino Zoning Code (Section 19.124.040) states that hotel uses are required to provide one parking stall per room plus one parking stall per employee. The project would construct up to a 156-room hotel with approximately 20 employees on site at any one time (the number of hotel employees was obtained from the April 19, 2019 site plan set, sheet A0.00). This equates to a parking requirement of 176 spaces. According to the April 19, 2019 site plan set, the project would provide a total of 218 parking spaces, with 11 spaces at-grade, 62 spaces on the first below-grade level of the parking garage, 67 spaces on the second below-grade level (not 66 as shown on sheet A2.0-GL1 of the site plan set), 69 spaces on the third below-grade level, and 9 spaces on the fourth below-grade level. Therefore, the proposed parking supply would exceed the City's parking requirement.

Per the California Building Code (CBC) Table 11B-6, seven (7) ADA accessible spaces are required for projects with 201-300 parking spaces. Of the required accessible parking spaces, one van accessible space is required. The plans show seven (7) ADA accessible spaces, with one in the porte-cochere drop-off/pick-up area, three on the first basement parking level, two on the second basement parking level, and one on the third basement parking level. Of the seven ADA spaces, five would be van accessible. Therefore, the project site plan adheres to the CBC accessible parking provisions.



CIRCULATION OF SU-30 TRUCK WITH 30' DRIVEWAY

GRAPHIC SCALE

50 0 25 50

1 INCH = 50 FEET

CONCEPTUAL PLAN
MAY 2019
NOT FOR CONSTRUCTION

DRAWN R. RODRIGUEZ	SCALE 1" = 50'	HEXAGON TRANSPORTATION CONSULTANTS, INC. 4 North Second Street, Suite 400 San Jose, California 95113 Ph: (408) 971-6100 www.hextrans.com	**CITY OF CUPERTINO** 10931 NORTH DE ANZA BOULEVARD HOTEL TURNING TEMPLATE SU-30 TRUCK	EST. 1955	DRAWING NO. FIGURE 16
CHECKED –	DATE 5/16/19				

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 19.124, Table 19.124.040(A)), the project is required to provide bicycle parking for the new building at a rate of one bicycle parking space per 20,000 square feet. This equates to a total requirement of 7 bicycle parking spaces, based on a building size of 130,716 square feet (enclosed building area). The provided bicycle parking is also required to be a Class II facility, to which the City defines as:

- A facility intended for short-term parking.
- A stationary object of which users can lock the frame and both wheels with a user-provided lock.
- A facility designed so that the lock is protected from physical assault.
- A facility that must accept U-shaped locks and padlocks.
- A facility within constant visual range of persons within the adjacent building or located at street floor level.

The project site plan shows 8 Class II bicycle parking spaces located at the southwest corner of the project site, between the ADA accessible surface parking space and some proposed landscaping. Therefore, the project site plan would conform with the City's Bicycle Parking Standards.

Queuing Analysis

The operations analysis is based on vehicle queuing for high-demand turn movements at the study intersections (see Table 8). The following four (4) left-turn movements were examined as part of the queuing analysis for this project:

- Northbound left-turn movement at the North De Anza Boulevard/Homestead Road intersection
- Westbound left-turn movement at the North De Anza Boulevard/Homestead Road intersection
- Southbound left-turn movement at the North De Anza Boulevard/I-280 Southbound Ramps intersection
- Eastbound left-turn movement at the North De Anza Boulevard/I-280 Southbound Ramps intersection

The estimated left-turn vehicle queue lengths were compared to the storage lengths of the existing left-turn pockets. The estimated queue lengths based on the Poisson numerical calculations show queuing deficiencies for one of the left-turn pockets studied (see Table 8). Locations where vehicular queues would be deficient are discussed below.

N. De Anza Boulevard and Homestead Road

At the North De Anza Boulevard/Homestead Road intersection, the storage pockets for the westbound left-turn movement consists of two lanes, one approximately 225 feet and the other 425 feet in length, for a total capacity of approximately 650 feet. For analysis purposes, this was averaged to 325 feet per lane, which equates to an available storage of 13 vehicles per lane. The queuing analysis indicates that adequate vehicle storage capacity currently exists to accommodate the 95th percentile vehicle queues that occur during the AM and PM peak hours of traffic. The additional traffic from approved projects in the area is estimated to increase the 95th percentile queue to 350 feet per lane, or 14 vehicles per lane, during the AM peak hour. Thus, the estimated queue length would exceed the available storage by one vehicle per lane under background conditions during the AM peak hour. The addition of project traffic would not increase the 95th percentile vehicle queue during either the AM or PM peak hours. Given that the project would only add a small amount of traffic to the westbound left-turn movement at the North De Anza Boulevard/Homestead Road intersection and would have no effect on the queue length of this turn movement, the project is expected to have a minimal effect on traffic operations at this location.

Table 8
Queuing Analysis Summary

Measurement	N. De Anza Boulevard & Homestead Road				N. De Anza Boulevard & I-280 S Ramps			
	NBL		WBL		SBL		EBL	
	AM	PM	AM	PM	AM	PM	AM	PM
Existing								
Cycle/Delay [1] (sec)	140	140	140	140	135	140	135	140
Volume (vphpl)	167	238	218	154	266	254	267	305
95th %. Queue (veh/ln.)	11	14	13	10	15	15	15	18
95th %. Queue (ft./ln) [2]	275	350	325	250	375	375	375	450
Storage (ft./ ln.)	400	400	325	325	550	550	450	450
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y
Existing Plus Project								
Cycle/Delay [1] (sec)	140	140	140	140	135	140	135	140
Volume (vphpl)	180	252	222	159	276	268	270	309
95th %. Queue (veh/ln.)	12	15	14	10	16	16	16	18
95th %. Queue (ft./ln) [2]	300	375	350	250	400	400	400	450
Storage (ft./ ln.)	400	400	325	325	550	550	450	450
Adequate (Y/N)	Y	Y	**N**	Y	Y	Y	Y	Y
Background								
Cycle/Delay [1] (sec)	140	140	140	140	135	140	135	140
Volume (vphpl)	168	236	219	164	267	255	286	305
95th %. Queue (veh/ln.)	11	14	14	11	15	15	16	18
95th %. Queue (ft./ln) [2]	275	350	350	275	375	375	400	450
Storage (ft./ ln.)	400	400	325	325	550	550	450	450
Adequate (Y/N)	Y	Y	**N**	Y	Y	Y	Y	Y
Background Plus Project								
Cycle/Delay [1] (sec)	140	140	140	140	135	140	135	140
Volume (vphpl)	182	251	223	169	277	269	289	309
95th %. Queue (veh/ln.)	12	15	14	11	16	16	17	18
95th %. Queue (ft./ln) [2]	300	375	350	275	400	400	425	450
Storage (ft./ ln.)	400	400	325	325	550	550	450	450
Adequate (Y/N)	Y	Y	**N**	Y	Y	Y	Y	Y

Notes:
NBL = northbound left movement; SBL = southbound left movement; EBL = eastbound left movement;
WBL = westbound left movement
[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.

Pedestrian, Bicycle, and Transit Analysis

All new development projects in Cupertino should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve Cupertino's mobility goals and reduce travel demand and vehicle miles traveled. The newly adopted Pedestrian Transportation Plan establishes initiatives to foster a safe walking environment that promotes active living and connects to the other modes of transportation within the network. The adopted City Bicycle Transportation Plan establishes goals, policies and actions to make bicycling a daily part of life in Cupertino. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections (see Chapter 2 for details). The project would construct new sidewalks along the north and south sides of the hotel building, connecting to the existing sidewalk along North De Anza Boulevard. The site plan shows the existing sidewalk along North De Anza Boulevard to remain 5 feet wide. The newly constructed sidewalks around the building would measure between approximately 5 feet wide and 10 feet wide. The overall network of sidewalks and crosswalks in the study area has adequate connectivity and provides pedestrians with safe routes to transit services and other points of interests. Note that the project would not remove any pedestrian facilities, nor would it conflict with any adopted plans or policies for new pedestrian facilities.

Bicycle Facilities

There are existing bicycle facilities in the immediate vicinity of the project site (see Chapter 2 for details). There are also planned bicycle facilities in the study area, including buffered bike lanes along Homestead Road and North De Anza Boulevard. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new pedestrian facilities.

Transit Services

The project site is well-served by VTA bus routes. The closest bus stops are located within a two-minute walk (about 500 feet) to and from the project site, providing access to local bus routes 55 and 81. The new transit trips generate by the project are not expected to create demand in excess of the transit service that is currently provided.

An evaluation of the effects of project traffic on transit vehicle delay was completed. The analysis was completed for all transit routes that travel through the study intersections, utilizing information produced by the intersection level of service analysis. The analysis shows that the project would increase the delays to some transit vehicles by a very small amount, while other transit vehicles would be unaffected (see Table 9). The small increases in transit delay experienced by the bus routes that operate within the study area would be imperceptible. The VTA has not established policies or significance criteria related to transit vehicle delay. Therefore, this data is presented for informational purposes.

Table 9
Transit Delay Analysis Summary

Bus Route	Approx. Travel Time[1] min / sec	Background Delay in Study Area (sec) [2]	Background Plus Project Delay in Study Area (sec) [2]	Change in Delay (sec)	% Change
Route 55					
Northbound AM	62 / 3,720	109.0	110.1	1.1	0.03%
Northbound PM	67 / 4,020	154.4	156.2	1.8	0.04%
Southbound AM	60 / 3,600	110.2	111.0	0.8	0.02%
Southbound PM	60 / 3,600	115.7	116.4	0.7	0.02%
Route 81					
Eastbound AM	118 / 7,080	53.2	53.6	0.4	0.01%
Eastbound PM	128 / 7,680	62.5	63.6	1.1	0.01%
Westbound AM	117 / 7,020	45.9	46.0	0.1	0.00%
Westbound PM	120 / 7,200	49.8	49.8	0.0	0.00%
Route 23					
Eastbound AM	72 / 4,320	47.4	47.4	0.0	0.00%
Eastbound PM	94 / 5,640	74.1	74.4	0.3	0.01%
Westbound AM	85 / 5,100	46.5	46.7	0.2	0.00%
Westbound PM	87 / 5,220	45.3	45.4	0.1	0.00%
Route 323					
Eastbound AM	44 / 2,640	47.4	47.4	0.0	0.00%
Eastbound PM	57 / 3,420	74.1	74.4	0.3	0.01%
Westbound AM	47 / 2,820	46.5	46.7	0.2	0.01%
Westbound PM	52 / 3,120	45.3	45.4	0.1	0.00%

Notes:
[1] Travel time based on the route's first and last stop. Scheduled times were drawn from VTA's Bus Schedule.
[2] Represents the total movement delay for all relevant study intersections added together.

10931 De Anza Boulevard Hotel TIA

Technical Appendices

June 13, 2019

Appendix A
VTA CMP Guidelines Language

In order to conform with the CMP, Member Agencies must follow the methodologies described in this document to evaluate the transportation impacts of development projects on the CMP System.

In addition, as part of the CMP Land Use Impact Analysis Program, all Member Agencies are required to forward a summary of land use changes and their transportation impacts to VTA on an annual basis. The purpose of collecting land use data on an annual basis is to ensure that development projects that do not meet the threshold for preparing a TIA are evaluated in the CMP process. This land use data will be incorporated into the countywide transportation model maintained by VTA and will be used to monitor conformance with the CMP. Please see the latest version of VTA's *CMP Annual Monitoring and Conformance Requirements*, for more information on land use monitoring.

1.4 CMP Transportation Impact Analysis Requirements

Member Agencies must follow the methodologies presented in this document to prepare TIAs for land use decisions that impact the CMP System. In order to conform with the CMP, Member Agencies must do the following:

1. Use the VTA *TIA Guidelines* to evaluate the transportation impacts of all land use decisions within the Member Agency's jurisdiction that are projected to generate 100 or more net new weekday (AM or PM peak hour) or weekend peak hour trips, including both inbound and outbound trips.

2. Submit a copy of the TIA Report to VTA at least 20 calendar days before the development decision or recommendation is scheduled by the Member Agency.

Section 2.1 contains further information about when a TIA must be completed. ***Sections 3.1***, ***3.2*** and ***3.3*** detail the responsibilities of the Member Agency and VTA in meeting the CMP TIA requirements.

1.5 Benefits of CMP Transportation Impact Analysis Guidelines

The most significant benefit of these Guidelines is that they promote the use of uniform procedures for performing TIAs and evaluating land use decisions on CMP facilities in Santa Clara County. The use of these common procedures helps ensure that the performance of the CMP transportation system is not adversely affected by land use decisions, and that opportunities to minimize impacts and improve the transportation system are identified. Moreover, the use of a common set of Guidelines allows each Member Agency to understand the impacts of development projects in other jurisdictions. Furthermore, it allows a Member Agency to request mitigation measures on its transportation facilities as a result of a project under development in another jurisdiction.

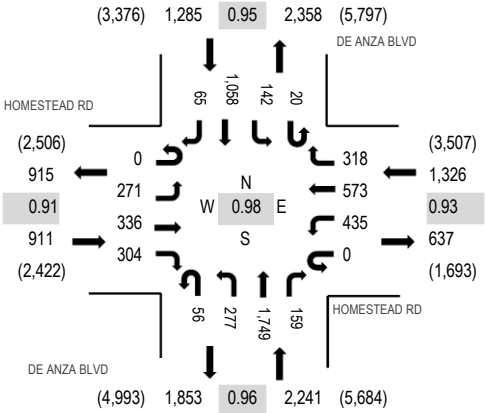
The use of a standard set of TIA guidelines is the first step in developing stronger linkages between transportation and land use planning, which is a goal of VTA.

Appendix B
New Traffic Counts

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

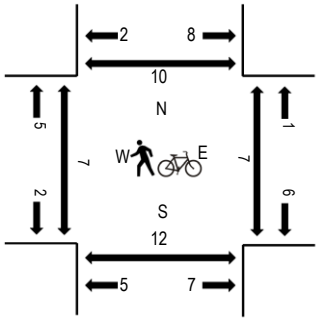
Location: 1 DE ANZA BLVD & HOMESTEAD RD AM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				DE ANZA BLVD Northbound				DE ANZA BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	13	28	27	0	36	55	39	5	60	178	24	3	13	130	11	622	3,929	0	0	3	0
7:15 AM	0	22	39	65	2	77	93	59	16	95	200	24	3	23	154	9	881	4,732	1	1	0	2
7:30 AM	0	42	39	72	1	78	116	44	22	80	334	31	4	34	227	22	1,146	5,253	3	0	5	0
7:45 AM	0	89	79	92	0	104	153	75	19	58	353	24	9	26	185	14	1,280	5,580	5	3	1	1
8:00 AM	0	67	81	76	0	111	115	57	13	71	448	54	4	31	283	14	1,425	5,763	0	1	3	2
8:15 AM	0	54	78	65	0	97	127	76	12	67	455	34	8	30	283	16	1,402	5,739	0	3	1	3
8:30 AM	0	76	104	86	0	127	180	85	19	73	388	40	5	36	240	14	1,473	5,755	5	0	3	2
8:45 AM	0	74	73	77	0	100	151	100	12	66	458	31	3	45	252	21	1,463	5,563	2	3	4	3
9:00 AM	2	56	91	77	1	102	155	121	15	76	349	31	6	43	251	25	1,401	5,297	4	8	7	5
9:15 AM	1	55	95	102	1	117	122	92	21	78	382	54	4	36	237	21	1,418		4	0	2	2
9:30 AM	2	49	85	88	1	107	95	64	15	52	373	43	7	27	247	26	1,281		5	0	4	2
9:45 AM	2	45	81	73	0	123	89	59	16	61	302	52	8	28	240	18	1,197		4	3	4	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	3	1	0	0	1	0	0	0	0	5	0	11
Lights	0	271	328	299	0	422	561	316	55	274	1,727	157	20	141	1,041	65	5,677
Mediums	0	0	8	4	0	10	11	2	1	2	22	2	0	1	12	0	75
Total	0	271	336	304	0	435	573	318	56	277	1,749	159	20	142	1,058	65	5,763

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

Intersection #214 De Anza Blvd/Homestead Rd 1617-214 [CMP 2010]

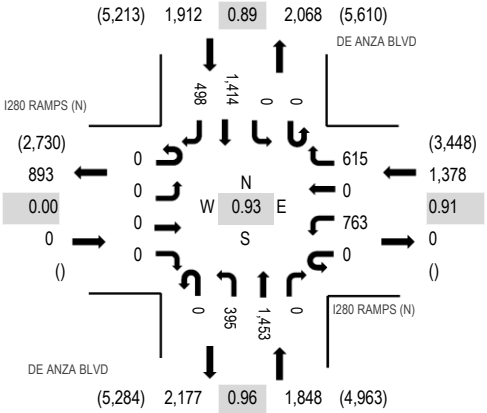
Cycle (sec):	140	Critical Vol./Cap.(X):	0.851
Loss Time (sec):	12	Average Delay (sec/veh):	36.9
Optimal Cycle:	103	Level Of Service:	D+

Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	7	10	10	7	10	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
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module: >> Count Date: 12 Oct 2016 << 5:15 - 6:15 PM												
Base Vol:	475	1349	660	380	1465	146	168	694	345	308	479	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	475	1349	660	380	1465	146	168	694	345	308	479	170
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:	475	1349	660	380	1465	146	168	694	345	308	479	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	475	1349	660	380	1465	146	168	694	0	308	479	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	1349	660	380	1465	146	168	694	0	308	479	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	475	1349	660	380	1465	146	168	694	0	308	479	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.72	0.28	2.00	2.00	1.00	2.00	1.46	0.54
Final Sat.:	3150	5700	1750	3150	5092	507	3150	3800	1750	3150	2730	969
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.38	0.12	0.29	0.29	0.05	0.18	0.00	0.10	0.18	0.18
Crit Moves:			****	****				****		****		
Green Time:	28.2	62.0	62.0	19.8	53.7	53.7	10.8	30.0	0.0	16.1	35.4	35.4
Volume/Cap:	0.75	0.53	0.85	0.85	0.75	0.75	0.69	0.85	0.00	0.85	0.69	0.69
Uniform Del:	52.6	28.4	34.9	58.6	37.3	37.3	63.0	52.8	0.0	60.8	47.4	47.4
IncremntDel:	5.0	0.2	8.9	14.4	1.5	1.5	8.5	8.5	0.0	17.2	2.3	2.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.83	0.47	0.47	0.89	0.58	0.58	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	48.8	13.6	25.3	66.6	23.3	23.3	71.5	61.4	0.0	78.0	49.7	49.7
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:	48.8	13.6	25.3	66.6	23.3	23.3	71.5	61.4	0.0	78.0	49.7	49.7
LOS by Move:	D	B	C	E	C	C	E	E	A	E-	D	D
HCM2kAvgQ:	11	8	23	10	16	16	4	13	0	8	11	11

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

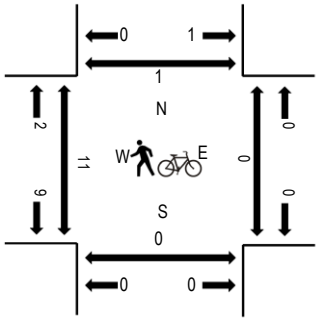
Location: 1 DE ANZA BLVD & I280 RAMPS (N) AM
Date and Start Time: Wednesday, May 2, 2018
Peak Hour: 08:45 AM - 09:45 AM
Peak 15-Minutes: 09:30 AM - 09:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	I280 RAMPS (N) Eastbound				I280 RAMPS (N) Westbound				DE ANZA BLVD Northbound				DE ANZA BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	97	0	144	0	76	145	0	0	0	117	95	674	3,641	1	0	0	0
7:15 AM	0	0	0	0	0	76	0	162	0	61	217	0	0	0	187	113	816	4,160	4	0	0	0
7:30 AM	0	0	0	0	0	59	0	137	0	127	262	0	0	0	232	178	995	4,560	3	0	0	0
7:45 AM	0	0	0	0	0	80	0	154	0	115	369	0	0	0	277	161	1,156	4,780	0	0	0	0
8:00 AM	0	0	0	0	0	94	1	121	0	91	335	0	0	0	384	167	1,193	4,857	0	0	0	0
8:15 AM	0	0	0	0	0	123	0	118	0	117	377	0	0	0	339	142	1,216	4,913	2	0	0	0
8:30 AM	0	0	0	0	0	144	0	151	0	85	385	0	0	0	313	137	1,215	4,977	4	0	0	0
8:45 AM	0	0	0	0	0	152	0	150	0	90	368	0	0	0	359	114	1,233	5,138	4	0	0	0
9:00 AM	0	0	0	0	0	214	0	162	0	93	376	0	0	0	294	110	1,249	5,126	2	0	0	1
9:15 AM	0	0	0	0	0	202	0	144	0	105	317	0	0	0	379	133	1,280		2	0	0	0
9:30 AM	0	0	0	0	0	195	0	159	0	107	392	0	0	0	382	141	1,376		1	0	0	0
9:45 AM	0	0	0	0	0	239	0	170	0	58	295	0	0	0	346	113	1,221		2	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	3	0	4	0	1	1	0	0	0	2	0	11
Lights	0	0	0	0	0	747	0	606	0	385	1,425	0	0	0	1,379	492	5,034
Mediums	0	0	0	0	0	13	0	5	0	9	27	0	0	0	33	6	93
Total	0	0	0	0	0	763	0	615	0	395	1,453	0	0	0	1,414	498	5,138

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

Intersection #213 I-280 N Ramps/De Anza Blvd 1636-213 [CMP 2010]

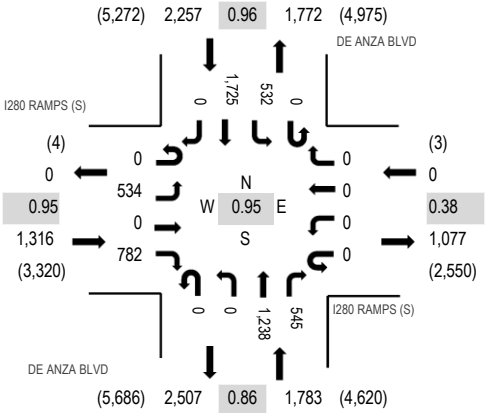
Cycle (sec):	140	Critical Vol./Cap.(X):	0.939
Loss Time (sec):	9	Average Delay (sec/veh):	35.5
Optimal Cycle:	154	Level Of Service:	D+

Street Name:	De Anza Boulevard						I-280 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	0	0	0	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
Lanes:	2 0	3 0	0	0 0	4 1	0	0 0	0 0	0	1 0	1! 0	1
Volume Module: >> Count Date: 12 Oct 2016 << 5:15 - 6:15 PM												
Base Vol:	694	1597	0	0	1772	320	0	0	0	798	1	726
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	694	1597	0	0	1772	320	0	0	0	798	1	726
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:	694	1597	0	0	1772	320	0	0	0	798	1	726
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	694	1597	0	0	1772	320	0	0	0	798	1	726
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	694	1597	0	0	1772	320	0	0	0	798	1	726
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	694	1597	0	0	1772	320	0	0	0	798	1	726
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	0.00	4.20	0.80	0.00	0.00	0.00	1.52	0.01	1.47
Final Sat.:	3150	5700	0	0	7959	1437	0	0	0	2665	2	2583
Capacity Analysis Module:												
Vol/Sat:	0.22	0.28	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.30	0.44	0.28
Crit Moves:	****				****						****	
Green Time:	32.8	66.0	0.0	0.0	33.2	33.2	0.0	0.0	0.0	65.0	65.0	65.0
Volume/Cap:	0.94	0.59	0.00	0.00	0.94	0.94	0.00	0.00	0.00	0.65	0.94	0.61
Uniform Del:	52.6	27.2	0.0	0.0	52.4	52.4	0.0	0.0	0.0	28.7	35.6	28.0
IncremntDel:	19.8	0.4	0.0	0.0	8.6	8.6	0.0	0.0	0.0	0.6	11.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.80	0.41	0.00	0.00	0.79	0.79	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	61.6	11.4	0.0	0.0	50.2	50.2	0.0	0.0	0.0	29.3	46.7	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	11.4	0.0	0.0	50.2	50.2	0.0	0.0	0.0	29.3	46.7	28.4
LOS by Move:	E	B+	A	A	D	D	A	A	A	C	D	C
HCM2kAvgQ:	19	9	0	0	19	19	0	0	0	19	38	17

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

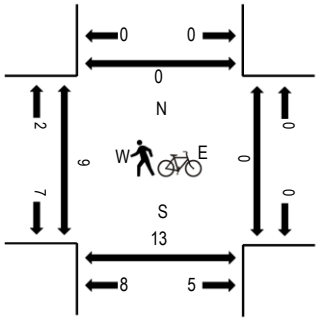
Location: 2 DE ANZA BLVD & I280 RAMPS (S) AM
Date and Start Time: Wednesday, May 2, 2018
Peak Hour: 09:00 AM - 10:00 AM
Peak 15-Minutes: 09:30 AM - 09:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	I280 RAMPS (S) Eastbound				I280 RAMPS (S) Westbound				DE ANZA BLVD Northbound				DE ANZA BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	35	2	60	0	0	0	0	0	0	178	42	0	51	161	0	529	3,033	1	0	0	0
7:15 AM	0	93	0	68	0	0	0	0	0	0	222	41	0	73	189	0	686	3,641	5	0	1	0
7:30 AM	0	78	1	77	0	0	0	0	0	0	284	72	0	89	199	0	800	4,167	2	0	1	0
7:45 AM	0	124	0	130	0	0	0	0	0	0	342	66	0	112	244	0	1,018	4,574	0	2	1	0
8:00 AM	1	150	0	140	0	0	0	0	0	0	285	85	0	135	341	0	1,137	4,826	2	0	1	0
8:15 AM	0	141	0	162	0	0	2	0	0	0	351	99	0	130	326	1	1,212	5,005	1	0	0	0
8:30 AM	0	195	0	185	0	0	0	0	0	0	253	118	0	136	320	0	1,207	5,118	7	0	0	0
8:45 AM	0	184	0	178	0	0	0	1	0	0	287	112	0	109	399	0	1,270	5,327	4	0	5	0
9:00 AM	0	152	0	228	0	0	0	0	0	0	310	117	0	116	393	0	1,316	5,356	3	0	1	0
9:15 AM	0	132	0	194	0	0	0	0	0	0	291	126	0	141	441	0	1,325		3	0	7	0
9:30 AM	0	131	0	187	0	0	0	0	0	0	363	158	0	144	433	0	1,416		0	0	1	0
9:45 AM	0	119	0	173	0	0	0	0	0	0	274	144	0	131	458	0	1,299		2	0	4	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	0	0	0	0	0	2	16	0	3	3	0	26
Lights	0	527	0	749	0	0	0	0	0	0	1,212	494	0	516	1,689	0	5,187
Mediums	0	7	0	31	0	0	0	0	0	0	24	35	0	13	33	0	143
Total	0	534	0	782	0	0	0	0	0	0	1,238	545	0	532	1,725	0	5,356

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

Intersection #212 I-280 S Ramps/De Anza Blvd 1637-212 [CMP 2010]

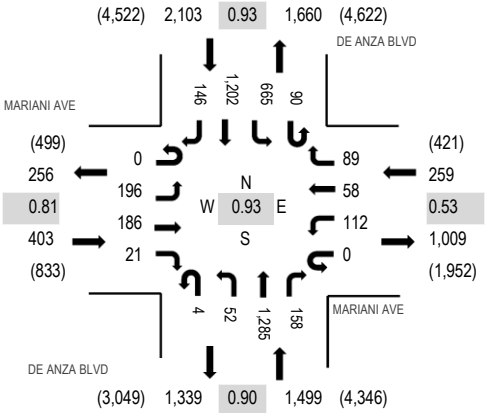
Cycle (sec):	140	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	9	Average Delay (sec/veh):	21.4
Optimal Cycle:	103	Level Of Service:	C+

Street Name:	De Anza Boulevard						I-280 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
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
Lanes:	0 0	5	0 1	2 0	3	0 0	1 0	1!	0 1	0 0	0	0 0 0
Volume Module: >> Count Date: 12 Oct 2016 << 5:30 - 6:30 PM												
Base Vol:	0	1847	602	508	2064	0	610	6	480	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	1847	602	508	2064	0	610	6	480	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	1847	602	508	2064	0	610	6	480	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	1847	602	508	2064	0	610	6	480	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1847	602	508	2064	0	610	6	480	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	1847	602	508	2064	0	610	6	480	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	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.55	0.01	1.44	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2719	19	2512	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.34	0.16	0.36	0.00	0.22	0.31	0.19	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	54.9	54.9	25.8	80.7	0.0	50.3	50.3	50.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.88	0.88	0.63	0.00	0.62	0.88	0.53	0.00	0.00	0.00
Uniform Del:	0.0	32.1	39.4	55.6	19.7	0.0	37.1	41.9	35.5	0.0	0.0	0.0
IncremntDel:	0.0	0.1	12.2	14.1	0.4	0.0	0.7	7.2	0.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.57	0.57	0.85	0.09	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.4	34.7	61.3	2.2	0.0	37.8	49.2	35.8	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	18.4	34.7	61.3	2.2	0.0	37.8	49.2	35.8	0.0	0.0	0.0
LOS by Move:	A	B-	C-	E	A	A	D+	D	D+	A	A	A
HCM2kAvgQ:	0	8	24	12	3	0	15	27	12	0	0	0

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

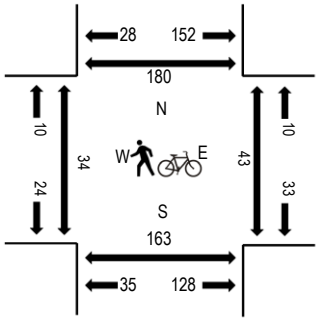
Location: 3 DE ANZA BLVD & MARIANI AVE AM
Date and Start Time: Wednesday, May 2, 2018
Peak Hour: 09:00 AM - 10:00 AM
Peak 15-Minutes: 09:30 AM - 09:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MARIANI AVE Eastbound				MARIANI AVE Westbound				DE ANZA BLVD Northbound				DE ANZA BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	17	0	5	0	2	0	5	0	6	177	10	2	34	122	9	389	2,198	0	1	0	1
7:15 AM	0	22	12	2	0	3	3	7	0	4	260	17	5	25	128	13	501	2,653	6	0	0	5
7:30 AM	0	34	8	3	0	0	0	9	0	7	299	16	3	44	135	5	563	3,021	1	4	3	3
7:45 AM	0	36	10	2	0	4	5	6	2	7	373	23	10	67	191	9	745	3,435	0	4	2	12
8:00 AM	0	34	24	4	0	7	8	9	1	14	338	32	4	73	279	17	844	3,660	4	3	14	13
8:15 AM	0	32	14	9	0	3	9	6	0	9	387	21	10	106	248	15	869	3,828	3	1	6	19
8:30 AM	0	44	16	9	0	9	4	12	1	10	414	40	12	127	253	26	977	4,043	3	5	21	21
8:45 AM	0	37	47	9	0	15	14	22	1	18	320	40	16	137	263	31	970	4,209	9	4	27	43
9:00 AM	0	53	25	5	0	14	6	11	0	15	342	36	20	167	273	45	1,012	4,264	4	5	23	29
9:15 AM	0	45	60	6	0	18	7	22	2	14	296	46	25	187	323	33	1,084		13	13	55	49
9:30 AM	0	48	77	4	0	53	33	36	0	11	350	46	24	153	267	41	1,143		7	15	55	53
9:45 AM	0	50	24	6	0	27	12	20	2	12	297	30	21	158	339	27	1,025		8	10	30	48

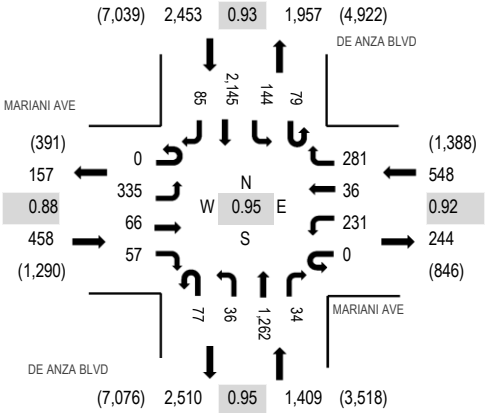
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	7	0	0	1	5	0	14
Lights	0	179	150	15	0	105	57	74	4	52	1,225	155	89	659	1,172	145	4,081
Mediums	0	17	36	6	0	6	1	15	0	0	53	3	1	5	25	1	169
Total	0	196	186	21	0	112	58	89	4	52	1,285	158	90	665	1,202	146	4,264

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

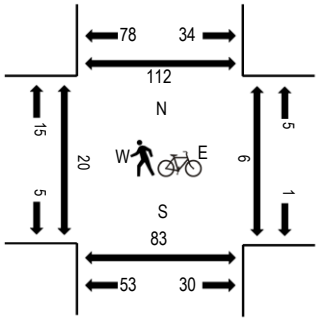
Location: 3 DE ANZA BLVD & MARIANI AVE PM
Date and Start Time: Tuesday, May 1, 2018
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MARIANI AVE Eastbound				MARIANI AVE Westbound				DE ANZA BLVD Northbound				DE ANZA BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	64	20	12	0	44	12	36	8	8	213	11	17	31	471	11	958	3,931	2	2	47	38
4:15 PM	0	47	19	10	0	31	5	37	11	9	223	14	6	38	539	15	1,004	4,176	9	4	25	31
4:30 PM	0	59	13	12	0	48	8	42	9	8	167	9	21	49	531	15	991	4,323	4	4	21	29
4:45 PM	0	50	13	14	0	39	6	40	11	12	203	10	13	38	516	13	978	4,619	10	3	41	35
5:00 PM	0	95	20	13	0	64	14	64	18	5	310	10	19	17	537	17	1,203	4,829	6	11	25	43
5:15 PM	0	69	19	9	0	64	12	73	19	7	313	6	14	54	479	13	1,151	4,868	5	1	33	33
5:30 PM	0	87	14	18	0	49	8	73	20	11	323	16	30	32	584	22	1,287	4,843	5	0	14	19
5:45 PM	0	86	14	19	0	55	10	63	16	9	298	6	18	34	532	28	1,188	4,663	6	0	20	30
6:00 PM	0	93	19	11	0	63	6	72	22	9	328	6	17	24	550	22	1,242	4,475	3	5	13	25
6:15 PM	0	109	20	15	0	64	15	57	14	9	235	8	27	28	516	9	1,126		5	3	8	13
6:30 PM	0	76	18	5	0	33	6	78	13	10	270	24	22	44	496	12	1,107		4	3	9	19
6:45 PM	0	79	40	9	0	38	2	57	7	2	215	33	14	75	418	11	1,000		5	7	6	25

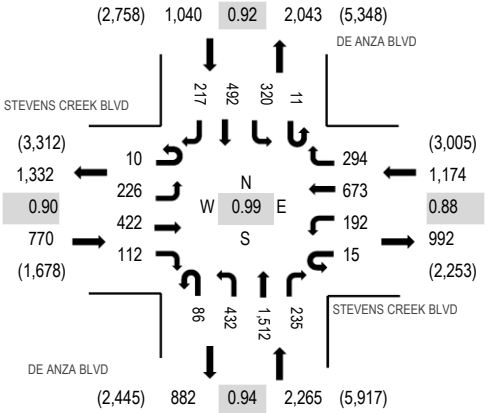
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	4
Lights	0	318	48	56	0	231	36	270	77	36	1,236	34	79	142	2,136	85	4,784
Mediums	0	17	16	1	0	0	0	11	0	0	24	0	0	2	9	0	80
Total	0	335	66	57	0	231	36	281	77	36	1,262	34	79	144	2,145	85	4,868

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

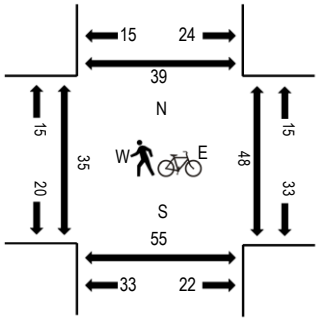
Location: 4 DE ANZA BLVD & STEVENS CREEK BLVD AM
Date and Start Time: Wednesday, May 2, 2018
Peak Hour: 08:45 AM - 09:45 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				DE ANZA BLVD Northbound				DE ANZA BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	1	13	25	14	1	19	69	27	7	43	207	26	5	27	61	12	557	3,077	2	2	2	2
7:15 AM	2	26	35	7	1	24	104	36	9	40	227	19	2	19	67	20	638	3,756	5	4	1	4
7:30 AM	2	15	45	12	3	37	106	36	17	93	387	23	8	32	76	25	917	4,503	3	2	12	3
7:45 AM	4	29	34	15	2	32	114	42	9	89	382	27	14	53	100	19	965	4,802	1	6	8	5
8:00 AM	3	40	63	26	3	67	173	45	8	84	386	37	24	100	154	23	1,236	5,166	4	3	8	4
8:15 AM	1	34	85	32	5	99	167	73	14	90	431	52	15	59	197	31	1,385	5,224	8	6	6	6
8:30 AM	5	39	81	29	2	35	161	65	25	127	338	54	9	77	127	42	1,216	5,140	5	2	13	0
8:45 AM	1	47	87	27	5	43	171	77	25	115	413	63	11	86	118	40	1,329	5,249	7	12	11	4
9:00 AM	1	48	89	27	2	59	175	72	24	110	358	73	0	77	133	46	1,294	5,115	0	12	11	8
9:15 AM	3	67	124	27	0	36	187	70	21	97	357	49	0	63	130	70	1,301		8	11	16	13
9:30 AM	5	64	122	31	8	54	140	75	16	110	384	50	0	94	111	61	1,325		18	11	14	11
9:45 AM	2	37	113	39	1	36	178	68	14	92	245	50	0	107	155	58	1,195		9	12	12	9

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	1	0	0	0	2	0	0	2	0	0	0	6	1	14
Lights	10	215	407	104	15	188	644	284	82	430	1,493	228	11	315	474	210	5,110
Mediums	0	9	15	7	0	4	29	8	4	2	17	7	0	5	12	6	125
Total	10	226	422	112	15	192	673	294	86	432	1,512	235	11	320	492	217	5,249

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

Intersection #211 De Anza Blvd/Stevens Creek Blvd 1638-211 [CMP 2010]

Cycle (sec):	140	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	12	Average Delay (sec/veh):	43.7
Optimal Cycle:	113	Level Of Service:	D

Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	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
Lanes:	2 0	3 0	1	2 0	3 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module: >> Count Date: 12 Oct 2016 << 5:15 - 6:15 PM												
Base Vol:	404	780	298	517	1817	370	240	1034	461	360	680	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	404	780	298	517	1817	370	240	1034	461	360	680	252
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:	404	780	298	517	1817	370	240	1034	461	360	680	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	404	780	298	517	1817	370	240	1034	461	360	680	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	780	298	517	1817	370	240	1034	461	360	680	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	404	780	298	517	1817	370	240	1034	461	360	680	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.30	0.70	2.00	3.00	1.00	2.00	2.16	0.84
Final Sat.:	3150	5700	1750	3150	6229	1268	3150	5700	1750	3150	4084	1513
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.17	0.16	0.29	0.29	0.08	0.18	0.26	0.11	0.17	0.17
Crit Moves:	****				****				****	****		
Green Time:	20.6	34.3	34.3	33.1	46.8	46.8	19.0	42.3	42.3	18.3	41.6	41.6
Volume/Cap:	0.87	0.56	0.69	0.69	0.87	0.87	0.56	0.60	0.87	0.87	0.56	0.56
Uniform Del:	58.4	46.2	48.1	48.9	43.8	43.8	56.6	41.7	46.3	59.7	41.5	41.5
IncremntDel:	16.4	0.5	4.9	2.9	3.7	3.7	1.7	0.6	14.8	18.1	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.89	0.78	0.78	0.79	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.2	36.7	42.6	41.6	32.8	32.8	58.3	42.3	61.1	77.7	41.9	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.2	36.7	42.6	41.6	32.8	32.8	58.3	42.3	61.1	77.7	41.9	41.9
LOS by Move:	E	D+	D	D	C-	C-	E+	D	E	E-	D	D
HCM2kAvgQ:	13	9	12	11	21	21	5	11	20	10	10	10

Appendix C
Lists of Approved Projects

Upcoming Projects in Cupertino, March 2018

Project Name	Location/Uses	Additional Description	Tentative Time Frame/Status
Main Street (Sandhill Properties)	NW of Tantau/SCB (Mixed Use)	❖ 180 room hotel, 260Ks.f. office, up to 130.5Ks.f. retail and 120 apt units. ❖ List of retailers: Lazy Dog, Philz Coffee, Eureka!, Alexander's, Pieology, Rootstock, 85 Degrees, Capezio, Howard's Shoes, Oren's Hummus, Panino Giusto, Meet Fresh, Tea Chansii, AT&T, Chef Hung, Target, Meriwest, Pressed Juicery, Orange Theory	❖ Apartments estimated to be completed early 2018 ❖ Hotel, bar and banquet rooms open ❖ Orange Theory open ❖ TCO for "The Loft" apartments and the Marriott bar and conference facilities
AT&T Wireless	21060 Homestead Rd (Office Bldg)	DP, ASA & Height EXC for a 75 foot mono-eucalyptus	❖ Application filed 10/26/11. ❖ Application on hold at applicant request.
Nineteen800 (Rosebowl)	N. Wolfe/ Vallco Pkwy (Mixed use)	Residential (204 units) and retail (45Ks.f.).	❖ Tenants: Vitality Bowls, Kula Sushi, Doppio Zero, The Kebab Shop,, Atlas Health, Nosh Café, Steins ❖ Stout Burgers building permits under review ❖ Boiling Point, Jin Tea Shop, and Koja Kitchen building permits issued
Foothill Live/Work	10121 N Foothill Blvd	DP, ASA, Z, TM, and TR to construct 6 townhomes (5 w/ detached work spaces)	❖ PC recommended approval on 4/22/14. CC approved on 05/20/14. ❖ Completed and finaled
Hyatt House (Vallco – behind JC Penney)	S-W of I-280 & Wolfe Rd (Hotel/Restaurant/Bar)	148-room hotel with restaurant and bar and conference room space	❖ Building permits for site work, podium and hotel issued. ❖ Construction started
Verizon Wireless	10300 Torre Avenue (Wireless facility)	DP, ASA & Height EXC for a new wireless facility	❖ Appeal of PC decision denied by CC on 10/06/15. ❖ Lease approved by CC on 01/19/16 ❖ Facility is active
GPA Authorization	City-wide	Proposed procedures for process of GPA applications www.cupertino.org/gpaauthorization	❖ Project plans posted at: www.cupertino.org/gpaauthorization ❖ GPA Authorization for Cupertino Hotel (Goodyear Tires Site) and Cupertino Village Boutique hotel ❖ The Oaks GPA Authorization resubmittal withdrawn

AH = Admin. Hearing ASA = Arch. and Site Approval; CC = City Council; CUP = Conditional Use Permit; DA = Development Agreement; DIR = Director's Minor Mod.; DP = Development Permit; DRC = Development Review Comm.; ERC = Environmental Review Comm.; EXC = Exception; EXT = Extension; GPA = General Plan Amendment; HC = Housing Comm.; HOC = Heart of the City; LAC = Legislative Action Comm.; M = Modification; MCA = Municipal Code Amendment; PC = Planning Comm; SS = Study Session; TI = Tenant Imp.; TM = Tentative Map; TR = Tree Removals.

Project Name	Location/Uses	Additional Description	Tentative Time Frame/Status
Economic Development Strategic Plan (EDSP)	City-wide	❖ Research and develop criteria for converting underutilized retail space to incubator or co-working uses ❖ Research the potential to establish a Makers Space/Innovation District ❖ Research and develop policies for regulating mobile services (goods and services sold from a truck) in Cupertino.	❖ Expected outreach meetings with stakeholders to continue in Spring.
Apple	NE of Pruneridge & Wolfe Rd (Office/R&D)	Replace 2.6Ms.f. with 3.4M s.f.: 2.82M s.f. office, 1,000 seat auditorium, Fitness Center & Parking & 600Ks.f. R&D offices.	❖ Phase 1: TCO for A1 wedge levels B2, B1, L1, L2, L3 and L4 ❖ Phase 2 construction underway. ❖ TCO for Visitor Center, Theater, Tantau Reception, Tantau 9 & 10 ❖ Tantau bridge improvements completed, pending Public Works Review ❖ Rolling occupancy Winter through Spring 2018 ❖ Prelim review North Tantau Site B revision
Foothill Apartments	10310 N. Foothill Blvd.	Construct 15 apartment units at an existing vacant residentially zoned site.	❖ Building permits issued ❖ Construction started
The Hamptons (HE site)	10900 & 10950 Pruneridge Ave	Replace 342 apartment units with 942 apartment units	❖ CC approved on 07/05/16 ❖ Project on hold by Applicant
Marina Plaza (HE site)	10118-10122 Bandley Street	188 apartment units, with approximately 22,600 s.f. of retail, and a 122 room hotel	❖ CC approved on 09/06/16
Vallco Special Area Specific Plan (HE site)	10123 N. Vallco Vallco Shopping District, Hyatt Hotel, parking lot	Adopt a Specific Plan for the Vallco Special Area	❖ Visit www.cupertino.org/vallco and http://envisionvallco.org/ for updates ❖ 02/05/18, project kickoff meeting ❖ 2/6/18 community interviews ❖ 02/22/18, EIR scoping meeting ❖ 3/13/18, existing conditions presentation ❖ Charrettes week of April 9th and May 21st
Target Remodel	20745 Stevens Creek Blvd.	ASA to allow exterior modification, site and landscape improvements	❖ PC approved on 09/27/16 ❖ New ASA under review
The Forum	23500 Cristo Rey Drive	DP and ASA to allow additions and renovations to the existing senior community care facility	❖ Draft EIR circulation began 12/13/17 ❖ ERC scheduled for 01/18/18 ❖ PC to be scheduled for March 2018 and CC April 2018

AH = Admin. Hearing ASA = Arch. and Site Approval; CC = City Council; CUP = Conditional Use Permit; DA = Development Agreement; DIR = Director's Minor Mod.; DP = Development Permit; DRC = Development Review Comm.; ERC = Environmental Review Comm.; EXC = Exception; EXT = Extension; GPA = General Plan Amendment; HC = Housing Comm.; HOC = Heart of the City; LAC = Legislative Action Comm.; M = Modification; MCA = Municipal Code Amendment; PC = Planning Comm; SS = Study Session; TCO + Temp Certificate of Occupancy; TI = Tenant Imp.; TM = Tentative Map; TR = Tree Removals.

TIA Land Use Data 03/16/2018

TIA Information based on Major Development Update

Project Type	Planning Permit File No.	Address	Cross Street	Description	Proposed SF/Un	Proposed Use(s)	Planning Permit Type	Project Status/Planning Notes
Commercial	2017-7633	1010 Sunnyvale-Saratoga Rd.	E. Remington Dr.	Allow construction of a 18,600 sq. ft. commercial building for child care use (240 children)	18,600 sq. ft.	Child care with 240 children	ER SDP	Approved by PC on 11/27/17. Building permit active (Plan Check)
Commercial	2015-7399	777 Sunnyvale-Saratoga Rd.	S. Mathilda Ave.	Allow an approximately 11,600 square foot new commercial building (grocery store) on existing commercial site. The project replaces a portion (approx. 7,600 s.f.) of the Orchard Supply Hardware building and storage area.	11,600 sq. ft.	Retail	SDP	Project approved by Zoning Administrator. Project appealed to Planning Commission. Appeal
Commercial	2015-7303	795 S. Fair Oaks Ave.	E. El Camino Real	182 room, 5-story hotel	182 5-story	Hotel rooms	ER SDP VAR	Under Construction
Commercial	2016-7898	830 E. El Camino Real	Maria Ln.	Demolish an existing single story restaurant (Crazy Buffet) and construct a new 127-unit, four-story hotel with underground parking garage on a 2.56-acre parcel.	127 room	Hotel	SDP ER	Approved by Planning Commission 4/24/17.
Commercial	2014-7633	861 E. El Camino Real	Wolfe	Allow a 162-room hotel (Hampton Inn), including underground parking	162 Room	Hotel	SDP VAR	Approved by City Council on 4/5/16.
Mixed Use	2014-7373 (Previous 2013-7528 & 2014-7093)	871 and 895 E. Fremont Ave.	E El Camino Real	Redevelopment of a 5.49-acre site with 138 residential units (39 townhomes and 99 apartments) plus 6,934 square feet of retail/office use with surface and underground parking. Project involves Rezoning of 895 E. Fremont Ave. from C-1/ECR to R-3/ECR and preparation of an Environmental Impact Report (EIR).	39 99 6,934 sq. ft.	Townhomes Apartments Retail/Office	RZ ER SDP TM	Approved by the City Council on 12/13/16. EIR certified by the City Council on
Residential	2016-7293	1008 E. El Camino Real	Poplar	Rezone the property at 1314-1320 Poplar Ave. from R-1/ECR (Low Density Residential/Precise Plan for El Camino Real) to C-2/ECR (Highway Business Commercial/Precise Plan for El Camino Real) and redevelop former mobile home park (Conversion Impact Report certified and closure approved in January 2016) and existing duplex property comprising a project site of 2.1 acres into a 108-unit, 5-story mixed income (20% of units will be affordable to very low income households) rental housing complex with associated site improvements.	108	Apartments	ER RZ SDP	PC recommeded approval on 6/26/17. CC approved on 7/25/17. In Building Plan Check review

Intersection Number: 1
Traffix Node Number: 5
Intersection Name: N. De Anza Boulevard & Homestead Road
Peak Hour: AM

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Approved Project Trips													
Apple Campus 2	0	1	28	3	4	3	41	0	0	0	32	0	112
Hamptons Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0	0
Marina Plaza	2	4	1	0	3	0	0	0	3	4	7	1	25
Sunnyvale ATI	0	2	0	0	0	0	0	1	0	0	0	0	3
Total Approved Trips	2	7	29	3	7	3	41	1	3	4	39	1	140

Intersection Number: 2
Traffix Node Number: 213
Intersection Name: N. De Anza Boulevard & I-280 North Ramps
Peak Hour: AM

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Approved Project Trips													
Apple Campus 2	3	1	0	0	0	1	0	41	11	0	0	0	57
Hamptons Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0	0
Marina Plaza	0	0	0	0	0	0	0	0	0	0	0	0	0
Sunnyvale ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	3	1	0	0	0	1	0	41	11	0	0	0	57

Intersection Number: 3
Traffix Node Number: 212
Intersection Name: N. De Anza Boulevard & I-280 South Ramps
Peak Hour: AM

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Approved Project Trips													
Apple Campus 2	0	1	1	0	0	0	4	14	0	11	0	38	69
Hamptons Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0	0
Marina Plaza	0	0	0	0	0	0	0	0	0	0	0	0	0
Sunnyvale ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	1	1	0	0	0	4	14	0	11	0	38	69

Intersection Number: 4
Traffix Node Number: 219
Intersection Name: N. De Anza Boulevard & Mariani Avenue
Peak Hour: AM

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Approved Project Trips													
Apple Campus 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Hamptons Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0	0
Marina Plaza	0	9	0	0	0	0	0	23	0	0	0	0	32
Sunnyvale ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	9	0	0	0	0	0	23	0	0	0	0	32

Intersection Number: 5
Traffix Node Number: 211
Intersection Name: N. De Anza Boulevard & Stevens Creek Boulevard
Peak Hour: AM

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Approved Project Trips													
Apple Campus 2	0	1	11	11	1	5	45	6	0	0	5	0	85
Hamptons Redevelopment	0	0	0	0	22	0	0	0	0	0	5	0	27
Marina Plaza	2	4	1	0	3	0	0	0	3	4	7	1	25
Sunnyvale ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	2	5	12	11	26	5	45	6	3	4	17	1	137

Intersection Number: 1
Traffix Node Number: 5
Intersection Name: N. De Anza Boulevard & Homestead Road
Peak Hour: PM

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Approved Project Trips													
Apple Campus 2	0	0	7	22	25	20	1	1	0	0	8	0	84
Hamptons Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0	0
Marina Plaza	-2	-3	-1	0	-3	0	0	0	-3	-2	-4	-1	-19
Sunnyvale ATI	0	2	0	0	0	0	0	3	0	0	0	0	5
Total Approved Trips	-2	-1	6	22	22	20	1	4	-3	-2	4	-1	70

Intersection Number: 2
Traffix Node Number: 213
Intersection Name: N. De Anza Boulevard & I-280 North Ramps
Peak Hour: PM

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Approved Project Trips													
Apple Campus 2	18	3	0	1	0	3	0	1	11	0	0	0	37
Hamptons Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0	0
Marina Plaza	0	0	0	0	0	0	0	0	0	0	0	0	0
Sunnyvale ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	18	3	0	1	0	3	0	1	11	0	0	0	37

Intersection Number: 3
Traffix Node Number: 212
Intersection Name: N. De Anza Boulevard & I-280 South Ramps
Peak Hour: PM

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Approved Project Trips													
Apple Campus 2	0	1	1	0	0	0	1	12	0	11	0	0	26
Hamptons Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0	0
Marina Plaza	0	0	0	0	0	0	0	0	0	0	0	0	0
Sunnyvale ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	1	1	0	0	0	1	12	0	11	0	0	26

Intersection Number: 4
Traffix Node Number: 219
Intersection Name: N. De Anza Boulevard & Mariani Avenue
Peak Hour: PM

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Approved Project Trips													
Apple Campus 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Hamptons Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0	0
Marina Plaza	0	-9	0	0	0	0	0	-15	0	0	0	0	-24
Sunnyvale ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	-9	0	0	0	0	0	-15	0	0	0	0	-24

Intersection Number: 5
Traffix Node Number: 211
Intersection Name: N. De Anza Boulevard & Stevens Creek Boulevard
Peak Hour: PM

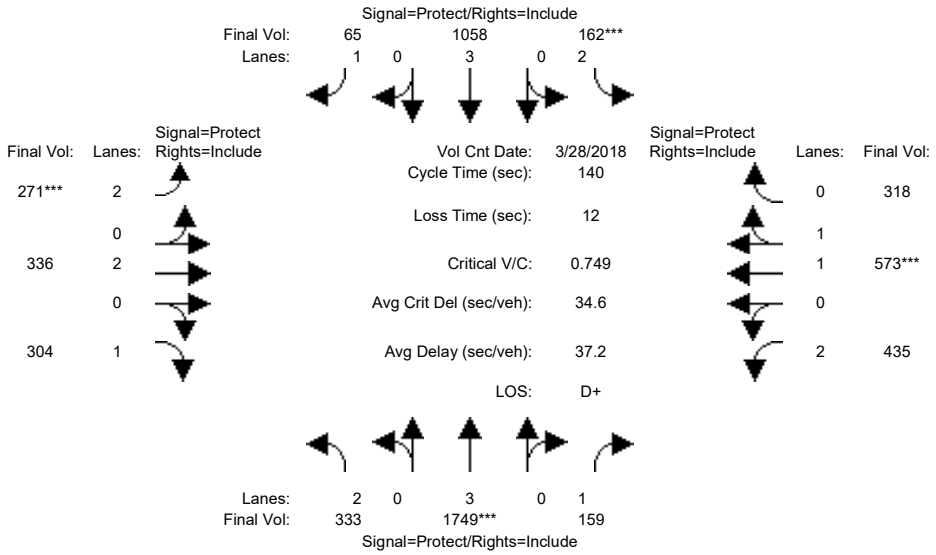
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Approved Project Trips													
Apple Campus 2	0	5	11	11	4	36	12	2	0	0	2	0	83
Hamptons Redevelopment	0	0	0	0	27	0	0	0	0	0	22	0	49
Marina Plaza	-2	-3	-1	0	-3	0	0	0	-3	-2	-4	-1	-19
Sunnyvale ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	-2	2	10	11	28	36	12	2	-3	-2	20	-1	113

Appendix D
Intersection Level of Service Calculations

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #5: De Anza Blvd/Homestead Rd



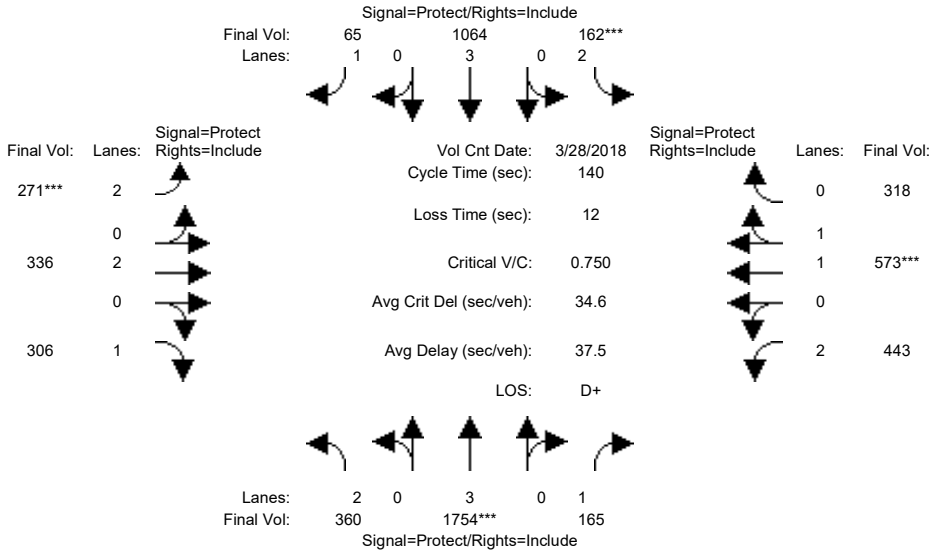
Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 28 Mar 2018 <<												
Base Vol:	333	1749	159	162	1058	65	271	336	304	435	573	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	333	1749	159	162	1058	65	271	336	304	435	573	318
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:	333	1749	159	162	1058	65	271	336	304	435	573	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	333	1749	159	162	1058	65	271	336	304	435	573	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	1749	159	162	1058	65	271	336	304	435	573	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	333	1749	159	162	1058	65	271	336	304	435	573	318
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.27	0.73
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2378	1320
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.09	0.05	0.19	0.04	0.09	0.09	0.17	0.14	0.24	0.24
Crit Moves:		****			****			****			****	
Green Time:	24.3	57.3	57.3	9.6	42.6	42.6	16.1	34.0	34.0	27.0	45.0	45.0
Volume/Cap:	0.61	0.75	0.22	0.75	0.61	0.12	0.75	0.36	0.71	0.71	0.75	0.75
Delay/Veh:	48.0	20.3	14.6	74.4	30.1	25.0	68.5	44.2	54.2	56.9	45.2	45.2
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:	48.0	20.3	14.6	74.4	30.1	25.0	68.5	44.2	54.2	56.9	45.2	45.2
LOS by Move:	D	C+	B	E	C	C	E	D	D-	E+	D	D
HCM2kAvgQ:	8	17	3	6	11	2	8	5	13	10	15	15

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #5: De Anza Blvd/Homestead Rd



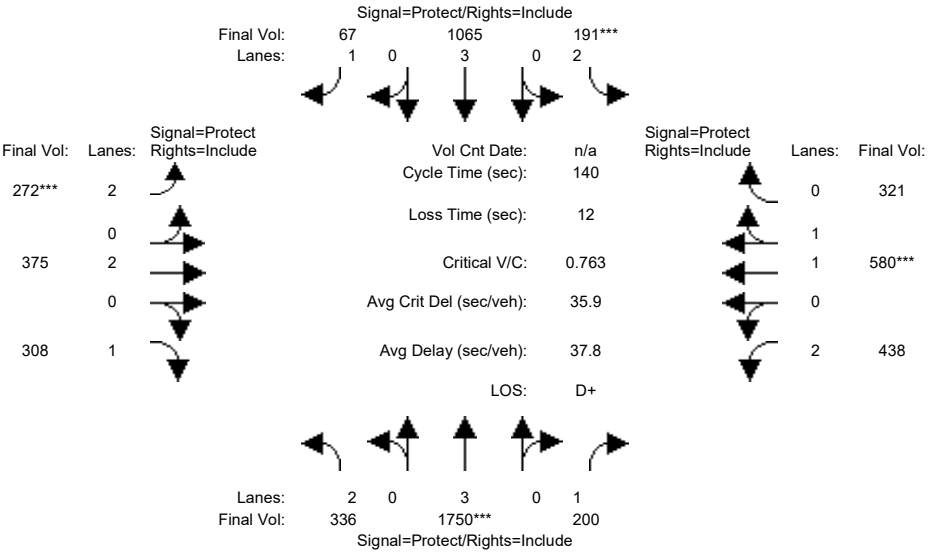
Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 28 Mar 2018 <<												
Base Vol:	333	1749	159	162	1058	65	271	336	304	435	573	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	333	1749	159	162	1058	65	271	336	304	435	573	318
Added Vol:	27	5	6	0	6	0	0	0	2	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	1754	165	162	1064	65	271	336	306	443	573	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	360	1754	165	162	1064	65	271	336	306	443	573	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	1754	165	162	1064	65	271	336	306	443	573	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	360	1754	165	162	1064	65	271	336	306	443	573	318
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.27	0.73
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2378	1320
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.09	0.05	0.19	0.04	0.09	0.09	0.17	0.14	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	25.4	57.4	57.4	9.6	41.6	41.6	16.1	33.8	33.8	27.2	44.9	44.9
Volume/Cap:	0.63	0.75	0.23	0.75	0.63	0.13	0.75	0.37	0.72	0.72	0.75	0.75
Delay/Veh:	47.3	20.3	14.6	74.5	31.3	25.9	68.5	44.4	54.9	57.2	45.2	45.2
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:	47.3	20.3	14.6	74.5	31.3	25.9	68.5	44.4	54.9	57.2	45.2	45.2
LOS by Move:	D	C+	B	E	C	C	E	D	D-	E+	D	D
HCM2kAvgQ:	9	17	3	6	12	2	8	5	13	10	15	15

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #5: De Anza Blvd/Homestead Rd



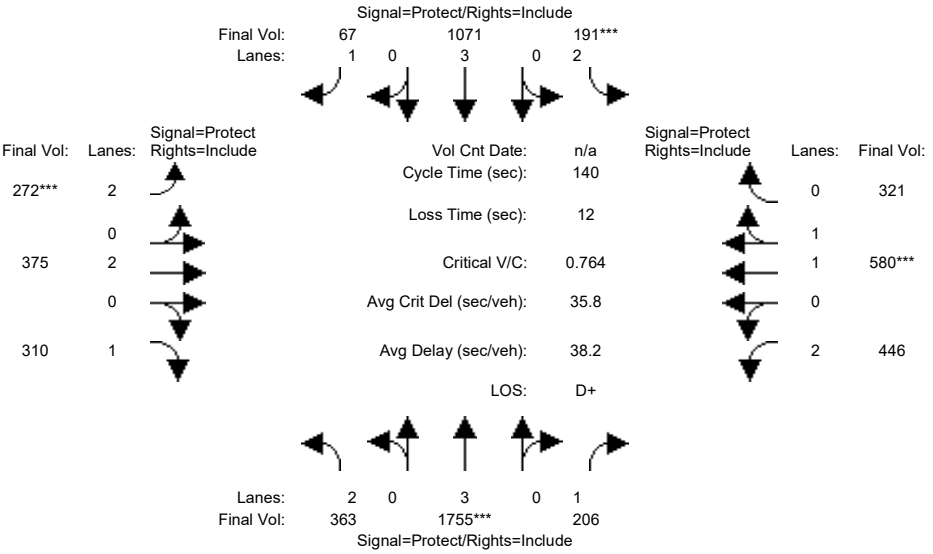
Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	336	1750	200	191	1065	67	272	375	308	438	580	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	336	1750	200	191	1065	67	272	375	308	438	580	321
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:	336	1750	200	191	1065	67	272	375	308	438	580	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	336	1750	200	191	1065	67	272	375	308	438	580	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	1750	200	191	1065	67	272	375	308	438	580	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	336	1750	200	191	1065	67	272	375	308	438	580	321
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.27	0.73
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2381	1318
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.11	0.06	0.19	0.04	0.09	0.10	0.18	0.14	0.24	0.24
Crit Moves:		****			****			****			****	
Green Time:	24.5	56.3	56.3	11.1	42.9	42.9	15.8	33.8	33.8	26.7	44.7	44.7
Volume/Cap:	0.61	0.76	0.28	0.76	0.61	0.12	0.76	0.41	0.73	0.73	0.76	0.76
Delay/Veh:	47.8	21.4	15.8	72.5	29.8	24.8	69.6	45.0	55.2	57.7	45.9	45.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	21.4	15.8	72.5	29.8	24.8	69.6	45.0	55.2	57.7	45.9	45.9
LOS by Move:	D	C+	B	E	C	C	E	D	E+	E+	D	D
HCM2kAvgQ:	8	18	4	6	11	2	8	6	13	10	16	16

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #5: De Anza Blvd/Homestead Rd



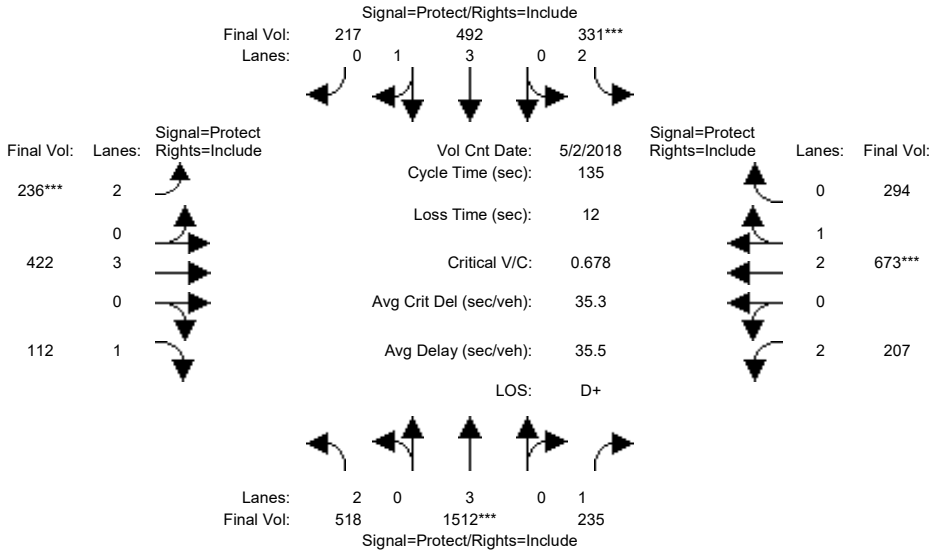
Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	336	1750	200	191	1065	67	272	375	308	438	580	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	336	1750	200	191	1065	67	272	375	308	438	580	321
Added Vol:	27	5	6	0	6	0	0	0	2	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	363	1755	206	191	1071	67	272	375	310	446	580	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	363	1755	206	191	1071	67	272	375	310	446	580	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	1755	206	191	1071	67	272	375	310	446	580	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	363	1755	206	191	1071	67	272	375	310	446	580	321
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.27	0.73
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2381	1318
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.12	0.06	0.19	0.04	0.09	0.10	0.18	0.14	0.24	0.24
Crit Moves:		****			****			****			****	
Green Time:	25.7	56.4	56.4	11.1	41.9	41.9	15.8	33.6	33.6	26.9	44.6	44.6
Volume/Cap:	0.63	0.76	0.29	0.76	0.63	0.13	0.76	0.41	0.74	0.74	0.76	0.76
Delay/Veh:	47.1	21.4	15.8	72.6	31.1	25.7	69.7	45.2	55.9	58.0	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:	47.1	21.4	15.8	72.6	31.1	25.7	69.7	45.2	55.9	58.0	46.0	46.0
LOS by Move:	D	C+	B	E	C	C	E	D	E+	E+	D	D
HCM2kAvgQ:	9	18	4	6	12	2	8	6	14	10	16	16

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #211: De Anza Blvd/Stevens Creek Blvd 1638-211 [CMP 2010]



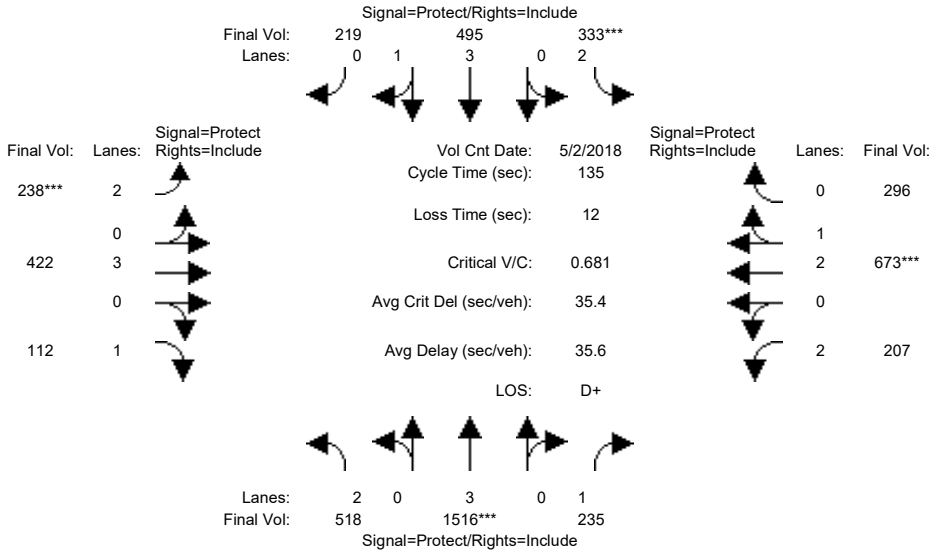
Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2018 <<												
Base Vol:	518	1512	235	331	492	217	236	422	112	207	673	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	518	1512	235	331	492	217	236	422	112	207	673	294
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:	518	1512	235	331	492	217	236	422	112	207	673	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	518	1512	235	331	492	217	236	422	112	207	673	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	1512	235	331	492	217	236	422	112	207	673	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	518	1512	235	331	492	217	236	422	112	207	673	294
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.05	0.95
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	3895	1702
Capacity Analysis Module:												
Vol/Sat:	0.16	0.27	0.13	0.11	0.09	0.12	0.07	0.07	0.06	0.07	0.17	0.17
Crit Moves:		****			****			****			****	
Green Time:	42.0	52.8	52.8	20.9	31.7	31.7	14.9	26.1	26.1	23.2	34.4	34.4
Volume/Cap:	0.53	0.68	0.34	0.68	0.37	0.53	0.68	0.38	0.33	0.38	0.68	0.68
Delay/Veh:	27.3	20.3	16.8	51.1	34.5	36.3	63.1	47.6	47.5	50.0	46.7	46.7
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:	27.3	20.3	16.8	51.1	34.5	36.3	63.1	47.6	47.5	50.0	46.7	46.7
LOS by Move:	C	C+	B	D-	C-	D+	E	D	D	D	D	D
HCM2kAvgQ:	9	14	5	8	5	7	7	5	4	5	12	12

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #211: De Anza Blvd/Stevens Creek Blvd 1638-211 [CMP 2010]



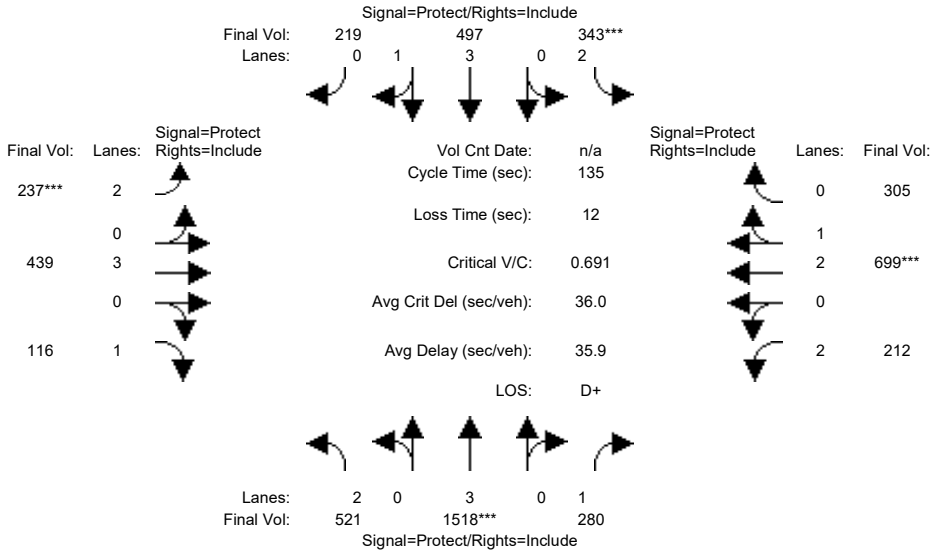
Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2018 <<												
Base Vol:	518	1512	235	331	492	217	236	422	112	207	673	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	518	1512	235	331	492	217	236	422	112	207	673	294
Added Vol:	0	4	0	2	3	2	2	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	518	1516	235	333	495	219	238	422	112	207	673	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	518	1516	235	333	495	219	238	422	112	207	673	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	1516	235	333	495	219	238	422	112	207	673	296
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	518	1516	235	333	495	219	238	422	112	207	673	296
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.05	0.95
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	3887	1710
Capacity Analysis Module:												
Vol/Sat:	0.16	0.27	0.13	0.11	0.09	0.13	0.08	0.07	0.06	0.07	0.17	0.17
Crit Moves:		****			****			****			****	
Green Time:	41.8	52.7	52.7	21.0	31.8	31.8	15.0	26.1	26.1	23.2	34.3	34.3
Volume/Cap:	0.53	0.68	0.34	0.68	0.37	0.53	0.68	0.38	0.33	0.38	0.68	0.68
Delay/Veh:	27.5	20.4	16.9	51.2	34.4	36.2	63.1	47.6	47.5	50.0	46.8	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	20.4	16.9	51.2	34.4	36.2	63.1	47.6	47.5	50.0	46.8	46.8
LOS by Move:	C	C+	B	D-	C-	D+	E	D	D	D	D	D
HCM2kAvgQ:	9	14	5	8	5	7	7	5	4	5	13	13

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #211: De Anza Blvd/Stevens Creek Blvd 1638-211 [CMP 2010]



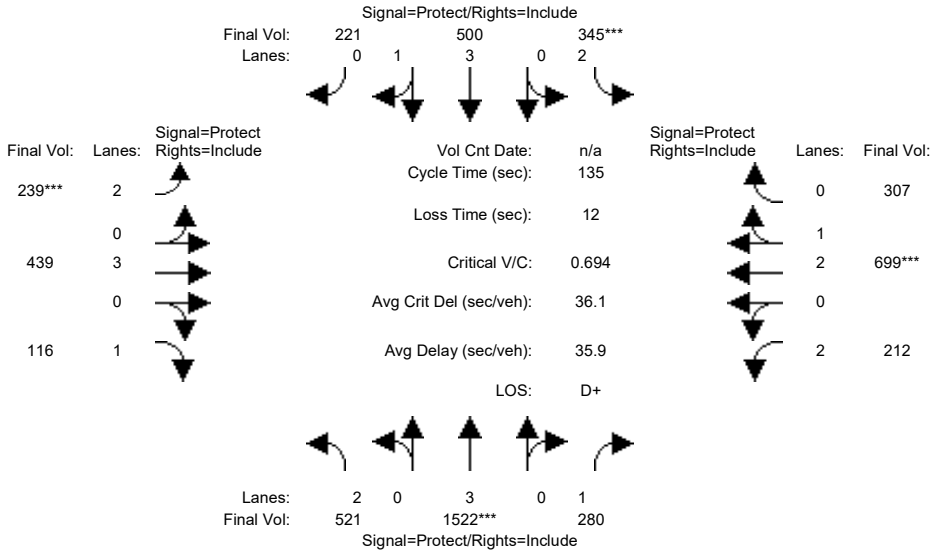
Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	521	1518	280	343	497	219	237	439	116	212	699	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	521	1518	280	343	497	219	237	439	116	212	699	305
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:	521	1518	280	343	497	219	237	439	116	212	699	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	521	1518	280	343	497	219	237	439	116	212	699	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	521	1518	280	343	497	219	237	439	116	212	699	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	521	1518	280	343	497	219	237	439	116	212	699	305
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.06	0.94
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	3897	1700
Capacity Analysis Module:												
Vol/Sat:	0.17	0.27	0.16	0.11	0.09	0.13	0.08	0.08	0.07	0.07	0.18	0.18
Crit Moves:		****			****			****			****	
Green Time:	41.7	52.0	52.0	21.3	31.6	31.6	14.7	26.5	26.5	23.2	35.0	35.0
Volume/Cap:	0.54	0.69	0.42	0.69	0.37	0.54	0.69	0.39	0.34	0.39	0.69	0.69
Delay/Veh:	27.7	21.2	18.1	51.2	34.7	36.5	63.9	47.4	47.2	50.1	46.5	46.5
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:	27.7	21.2	18.1	51.2	34.7	36.5	63.9	47.4	47.2	50.1	46.5	46.5
LOS by Move:	C	C+	B-	D-	C-	D+	E	D	D	D	D	D
HCM2kAvgQ:	9	14	6	8	5	7	7	5	4	5	13	13

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #211: De Anza Blvd/Stevens Creek Blvd 1638-211 [CMP 2010]



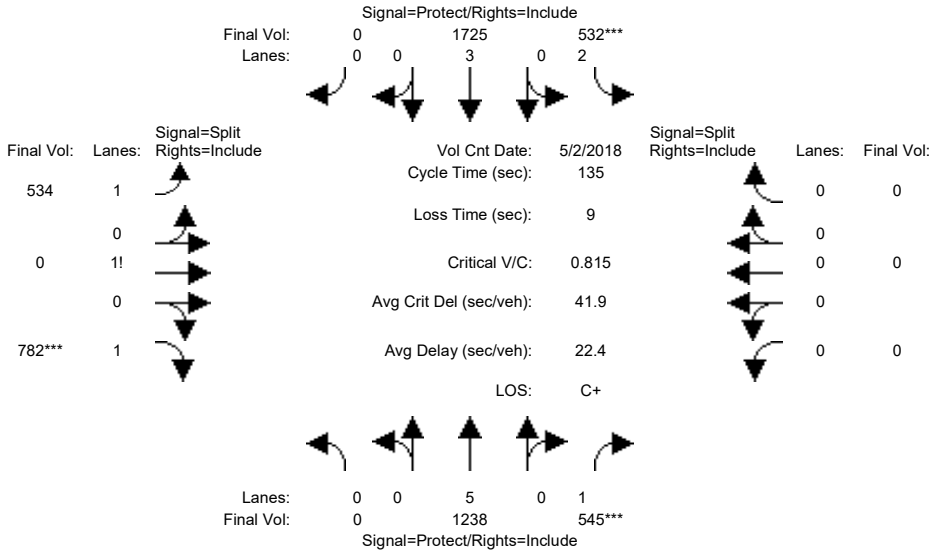
Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	521	1518	280	343	497	219	237	439	116	212	699	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	521	1518	280	343	497	219	237	439	116	212	699	305
Added Vol:	0	4	0	2	3	2	2	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	521	1522	280	345	500	221	239	439	116	212	699	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	521	1522	280	345	500	221	239	439	116	212	699	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	521	1522	280	345	500	221	239	439	116	212	699	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	521	1522	280	345	500	221	239	439	116	212	699	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.05	0.95
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	3889	1708
Capacity Analysis Module:												
Vol/Sat:	0.17	0.27	0.16	0.11	0.09	0.13	0.08	0.08	0.07	0.07	0.18	0.18
Crit Moves:		****			****			****			****	
Green Time:	41.5	52.0	52.0	21.3	31.7	31.7	14.8	26.5	26.5	23.2	35.0	35.0
Volume/Cap:	0.54	0.69	0.42	0.69	0.37	0.54	0.69	0.39	0.34	0.39	0.69	0.69
Delay/Veh:	27.9	21.3	18.1	51.3	34.6	36.4	64.0	47.4	47.2	50.1	46.7	46.7
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:	27.9	21.3	18.1	51.3	34.6	36.4	64.0	47.4	47.2	50.1	46.7	46.7
LOS by Move:	C	C+	B-	D-	C-	D+	E	D	D	D	D	D
HCM2kAvgQ:	9	14	6	8	5	8	7	5	4	5	13	13

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #212: I-280 S Ramps/De Anza Blvd 1637-212 [CMP 2010]



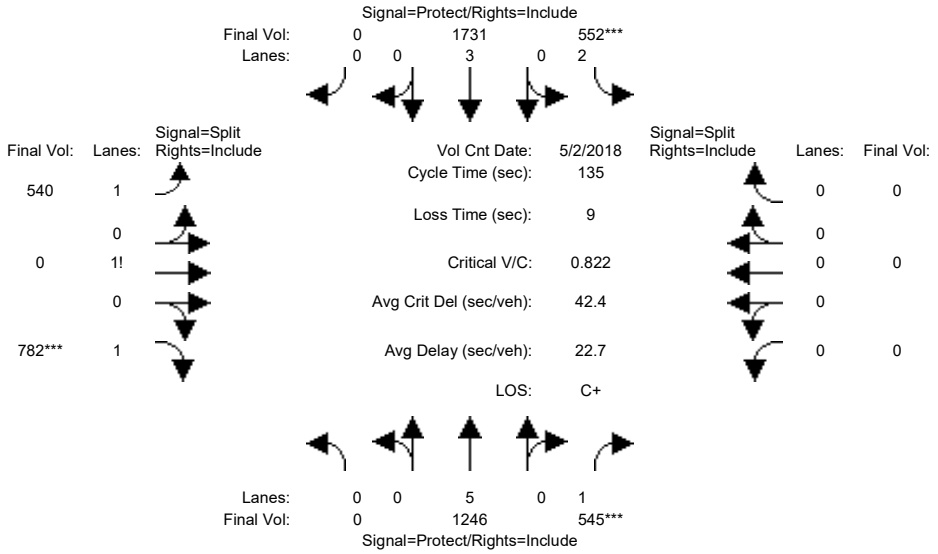
Street Name:	De Anza Boulevard						I-280 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2018 <<												
Base Vol:	0	1238	545	532	1725	0	534	0	782	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	1238	545	532	1725	0	534	0	782	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	1238	545	532	1725	0	534	0	782	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	1238	545	532	1725	0	534	0	782	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1238	545	532	1725	0	534	0	782	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	1238	545	532	1725	0	534	0	782	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.41	0.00	1.59	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2460	0	2790	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.31	0.17	0.30	0.00	0.22	0.00	0.28	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	51.6	51.6	28.0	79.6	0.0	46.4	0.0	46.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.34	0.81	0.81	0.51	0.00	0.63	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	17.5	29.6	50.0	0.8	0.0	37.7	0.0	43.7	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	17.5	29.6	50.0	0.8	0.0	37.7	0.0	43.7	0.0	0.0	0.0
LOS by Move:	A	B	C	D	A	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	5	19	13	2	0	15	0	22	0	0	0

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #212: I-280 S Ramps/De Anza Blvd 1637-212 [CMP 2010]



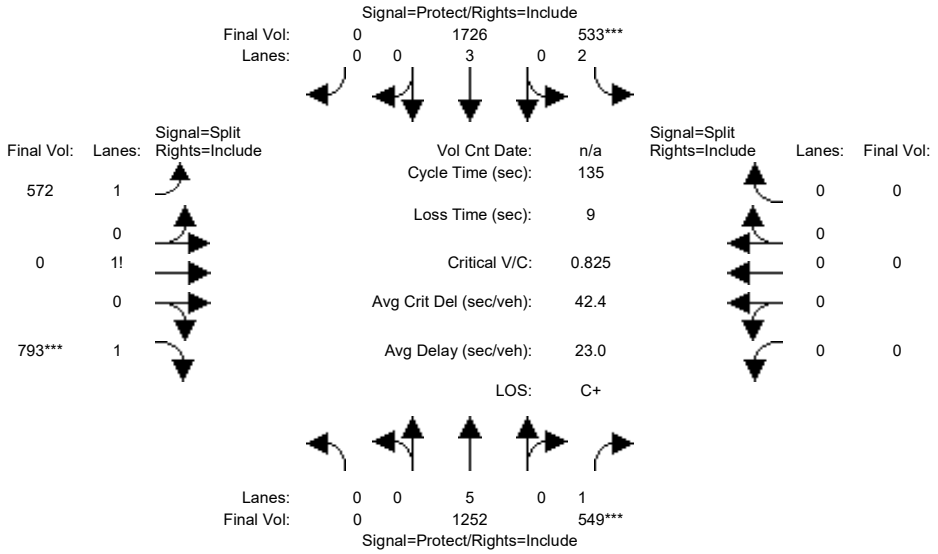
Street Name:	De Anza Boulevard						I-280 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2018 <<												
Base Vol:	0	1238	545	532	1725	0	534	0	782	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	1238	545	532	1725	0	534	0	782	0	0	0
Added Vol:	0	8	0	20	6	0	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1246	545	552	1731	0	540	0	782	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	1246	545	552	1731	0	540	0	782	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1246	545	552	1731	0	540	0	782	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	1246	545	552	1731	0	540	0	782	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.41	0.00	1.59	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2465	0	2785	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.31	0.18	0.30	0.00	0.22	0.00	0.28	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	51.1	51.1	28.8	79.9	0.0	46.1	0.0	46.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.35	0.82	0.82	0.51	0.00	0.64	0.00	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	17.9	30.6	49.6	0.7	0.0	38.2	0.0	44.2	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	17.9	30.6	49.6	0.7	0.0	38.2	0.0	44.2	0.0	0.0	0.0
LOS by Move:	A	B	C	D	A	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	5	19	13	1	0	15	0	22	0	0	0

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #212: I-280 S Ramps/De Anza Blvd 1637-212 [CMP 2010]



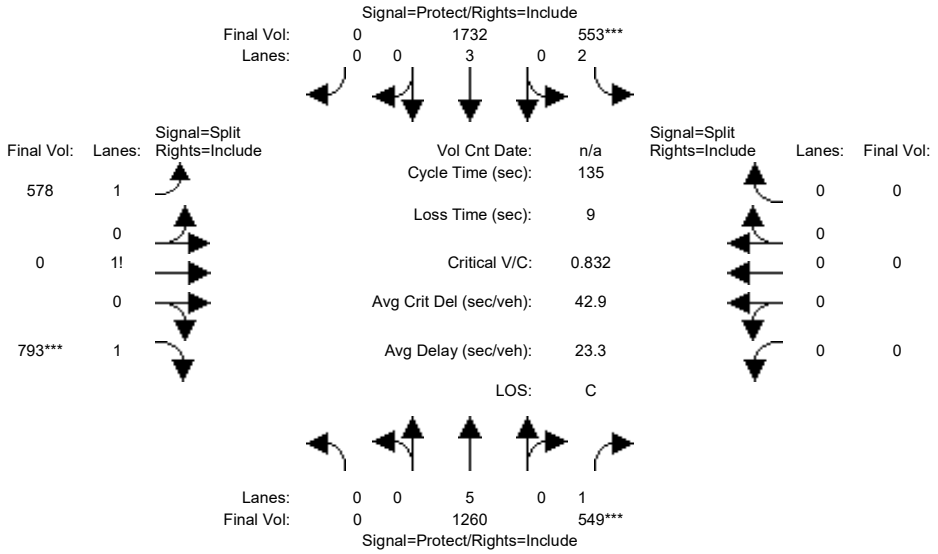
Street Name:	De Anza Boulevard						I-280 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1252	549	533	1726	0	572	0	793	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	1252	549	533	1726	0	572	0	793	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	1252	549	533	1726	0	572	0	793	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	1252	549	533	1726	0	572	0	793	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1252	549	533	1726	0	572	0	793	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	1252	549	533	1726	0	572	0	793	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.42	0.00	1.58	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2483	0	2767	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.31	0.17	0.30	0.00	0.23	0.00	0.29	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	51.4	51.4	27.7	79.1	0.0	46.9	0.0	46.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.35	0.82	0.82	0.52	0.00	0.66	0.00	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	17.7	30.6	51.0	1.1	0.0	38.1	0.0	43.8	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	17.7	30.6	51.0	1.1	0.0	38.1	0.0	43.8	0.0	0.0	0.0
LOS by Move:	A	B	C	D	A	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	5	19	13	2	0	16	0	22	0	0	0

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #212: I-280 S Ramps/De Anza Blvd 1637-212 [CMP 2010]



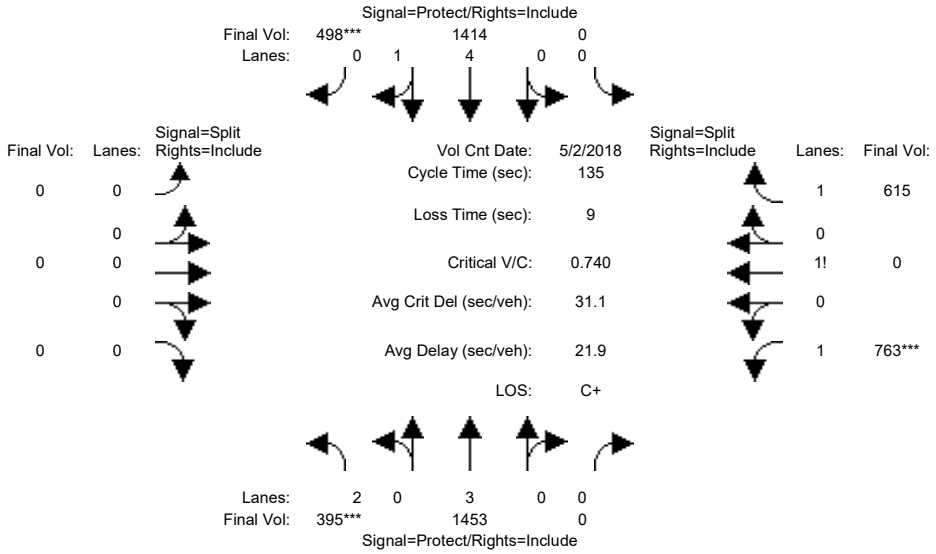
Street Name:	De Anza Boulevard						I-280 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1252	549	533	1726	0	572	0	793	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	1252	549	533	1726	0	572	0	793	0	0	0
Added Vol:	0	8	0	20	6	0	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1260	549	553	1732	0	578	0	793	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	1260	549	553	1732	0	578	0	793	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1260	549	553	1732	0	578	0	793	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	1260	549	553	1732	0	578	0	793	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.42	0.00	1.58	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2488	0	2762	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.31	0.18	0.30	0.00	0.23	0.00	0.29	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	50.9	50.9	28.5	79.4	0.0	46.6	0.0	46.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.35	0.83	0.83	0.52	0.00	0.67	0.00	0.83	0.00	0.00	0.00
Delay/Veh:	0.0	18.1	31.6	50.6	0.9	0.0	38.6	0.0	44.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.1	31.6	50.6	0.9	0.0	38.6	0.0	44.4	0.0	0.0	0.0
LOS by Move:	A	B-	C	D	A	A	D+	A	D	A	A	A
HCM2kAvgQ:	0	5	20	13	2	0	16	0	23	0	0	0

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #213: I-280 N Ramps/De Anza Blvd 1636-213 [CMP 2010]



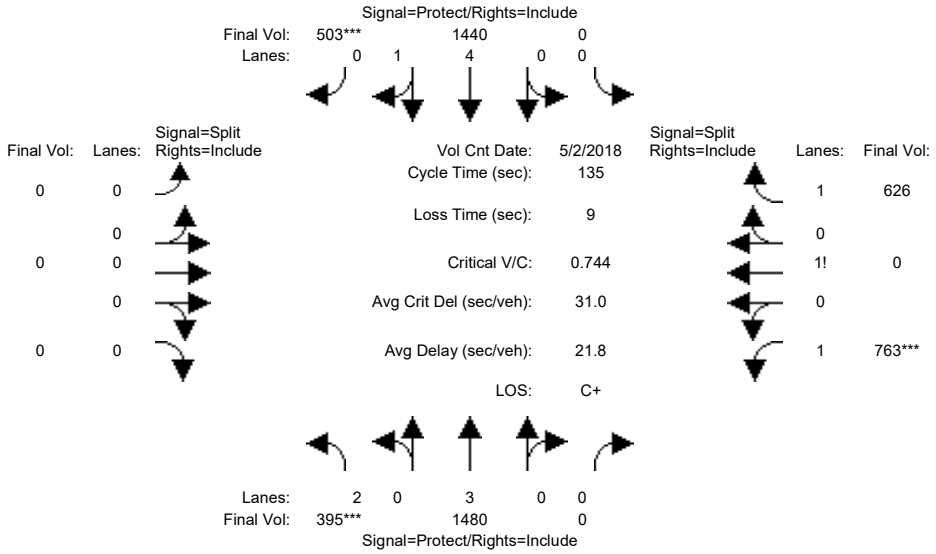
Street Name:	De Anza Boulevard						I-280 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2018 <<												
Base Vol:	395	1453	0	0	1414	498	0	0	0	763	0	615
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	395	1453	0	0	1414	498	0	0	0	763	0	615
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:	395	1453	0	0	1414	498	0	0	0	763	0	615
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	395	1453	0	0	1414	498	0	0	0	763	0	615
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	1453	0	0	1414	498	0	0	0	763	0	615
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	395	1453	0	0	1414	498	0	0	0	763	0	615
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	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.55	0.00	1.45
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2719	0	2531
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.00	0.00	0.19	0.28	0.00	0.00	0.00	0.28	0.00	0.24
Crit Moves:	****					****				****		
Green Time:	22.9	74.8	0.0	0.0	51.9	51.9	0.0	0.0	0.0	51.2	0.0	51.2
Volume/Cap:	0.74	0.46	0.00	0.00	0.48	0.74	0.00	0.00	0.00	0.74	0.00	0.64
Delay/Veh:	51.5	3.2	0.0	0.0	18.4	22.0	0.0	0.0	0.0	37.8	0.0	35.0
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:	51.5	3.2	0.0	0.0	18.4	22.0	0.0	0.0	0.0	37.8	0.0	35.0
LOS by Move:	D-	A	A	A	B-	C+	A	A	A	D+	A	D+
HCM2kAvgQ:	10	3	0	0	8	16	0	0	0	20	0	16

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #213: I-280 N Ramps/De Anza Blvd 1636-213 [CMP 2010]



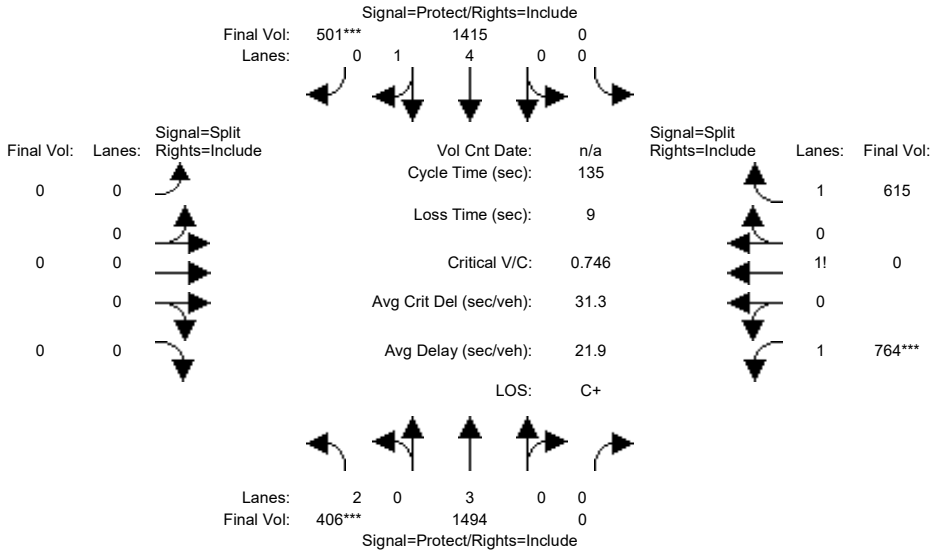
Street Name:	De Anza Boulevard						I-280 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2018 <<												
Base Vol:	395	1453	0	0	1414	498	0	0	0	763	0	615
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	395	1453	0	0	1414	498	0	0	0	763	0	615
Added Vol:	0	27	0	0	26	5	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	395	1480	0	0	1440	503	0	0	0	763	0	626
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	395	1480	0	0	1440	503	0	0	0	763	0	626
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	1480	0	0	1440	503	0	0	0	763	0	626
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	395	1480	0	0	1440	503	0	0	0	763	0	626
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	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.55	0.00	1.45
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2711	0	2539
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.00	0.00	0.19	0.29	0.00	0.00	0.00	0.28	0.00	0.25
Crit Moves:	****					****				****		
Green Time:	22.8	74.9	0.0	0.0	52.2	52.2	0.0	0.0	0.0	51.1	0.0	51.1
Volume/Cap:	0.74	0.47	0.00	0.00	0.49	0.74	0.00	0.00	0.00	0.74	0.00	0.65
Delay/Veh:	51.8	3.2	0.0	0.0	18.3	21.9	0.0	0.0	0.0	38.0	0.0	35.4
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:	51.8	3.2	0.0	0.0	18.3	21.9	0.0	0.0	0.0	38.0	0.0	35.4
LOS by Move:	D-	A	A	A	B-	C+	A	A	A	D+	A	D+
HCM2kAvgQ:	10	3	0	0	8	17	0	0	0	20	0	16

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #213: I-280 N Ramps/De Anza Blvd 1636-213 [CMP 2010]



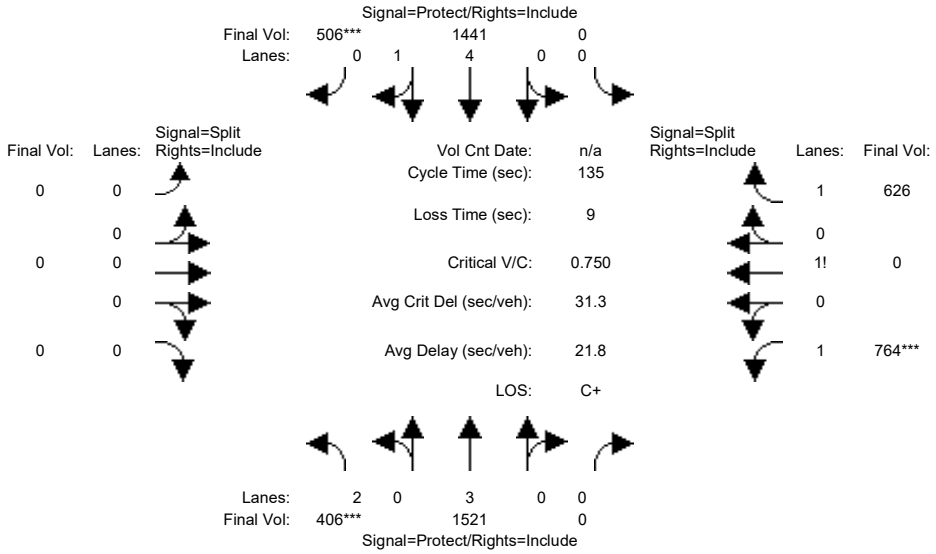
Street Name:	De Anza Boulevard						I-280 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	406	1494	0	0	1415	501	0	0	0	764	0	615
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	406	1494	0	0	1415	501	0	0	0	764	0	615
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:	406	1494	0	0	1415	501	0	0	0	764	0	615
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	406	1494	0	0	1415	501	0	0	0	764	0	615
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	1494	0	0	1415	501	0	0	0	764	0	615
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	406	1494	0	0	1415	501	0	0	0	764	0	615
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	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.55	0.00	1.45
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2720	0	2530
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.00	0.00	0.19	0.29	0.00	0.00	0.00	0.28	0.00	0.24
Crit Moves:	****					****				****		
Green Time:	23.3	75.1	0.0	0.0	51.8	51.8	0.0	0.0	0.0	50.9	0.0	50.9
Volume/Cap:	0.75	0.47	0.00	0.00	0.49	0.75	0.00	0.00	0.00	0.75	0.00	0.65
Delay/Veh:	51.2	3.0	0.0	0.0	18.5	22.2	0.0	0.0	0.0	38.2	0.0	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:	51.2	3.0	0.0	0.0	18.5	22.2	0.0	0.0	0.0	38.2	0.0	35.3
LOS by Move:	D-	A	A	A	B-	C+	A	A	A	D+	A	D+
HCM2kAvgQ:	11	3	0	0	8	17	0	0	0	20	0	16

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #213: I-280 N Ramps/De Anza Blvd 1636-213 [CMP 2010]



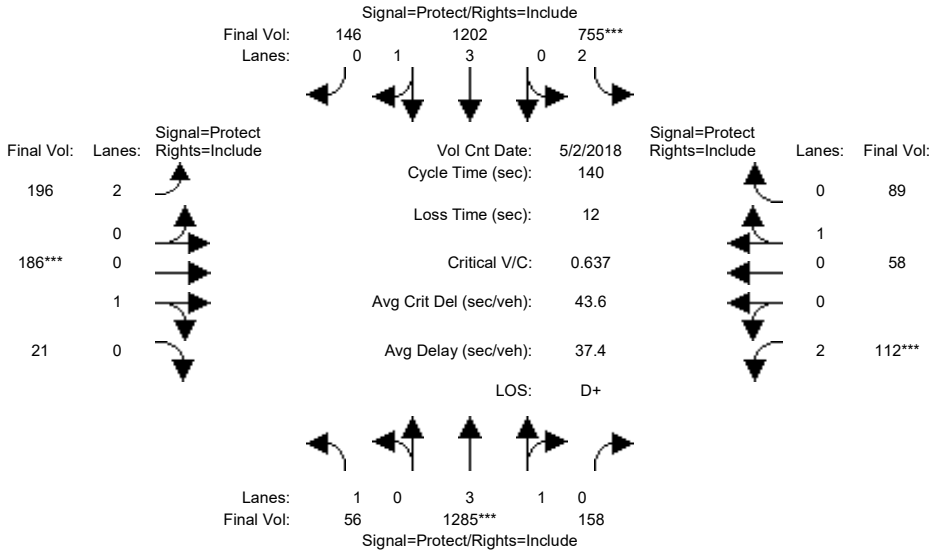
Street Name:	De Anza Boulevard						I-280 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	406	1494	0	0	1415	501	0	0	0	764	0	615
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	406	1494	0	0	1415	501	0	0	0	764	0	615
Added Vol:	0	27	0	0	26	5	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	406	1521	0	0	1441	506	0	0	0	764	0	626
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	406	1521	0	0	1441	506	0	0	0	764	0	626
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	1521	0	0	1441	506	0	0	0	764	0	626
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	406	1521	0	0	1441	506	0	0	0	764	0	626
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	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.55	0.00	1.45
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	2712	0	2538
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.00	0.00	0.19	0.29	0.00	0.00	0.00	0.28	0.00	0.25
Crit Moves:	****					****				****		
Green Time:	23.2	75.3	0.0	0.0	52.1	52.1	0.0	0.0	0.0	50.7	0.0	50.7
Volume/Cap:	0.75	0.48	0.00	0.00	0.49	0.75	0.00	0.00	0.00	0.75	0.00	0.66
Delay/Veh:	51.6	3.0	0.0	0.0	18.4	22.1	0.0	0.0	0.0	38.4	0.0	35.7
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:	51.6	3.0	0.0	0.0	18.4	22.1	0.0	0.0	0.0	38.4	0.0	35.7
LOS by Move:	D-	A	A	A	B-	C+	A	A	A	D+	A	D+
HCM2kAvgQ:	11	3	0	0	8	17	0	0	0	20	0	16

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #219: De Anza Blvd / Mariani Av



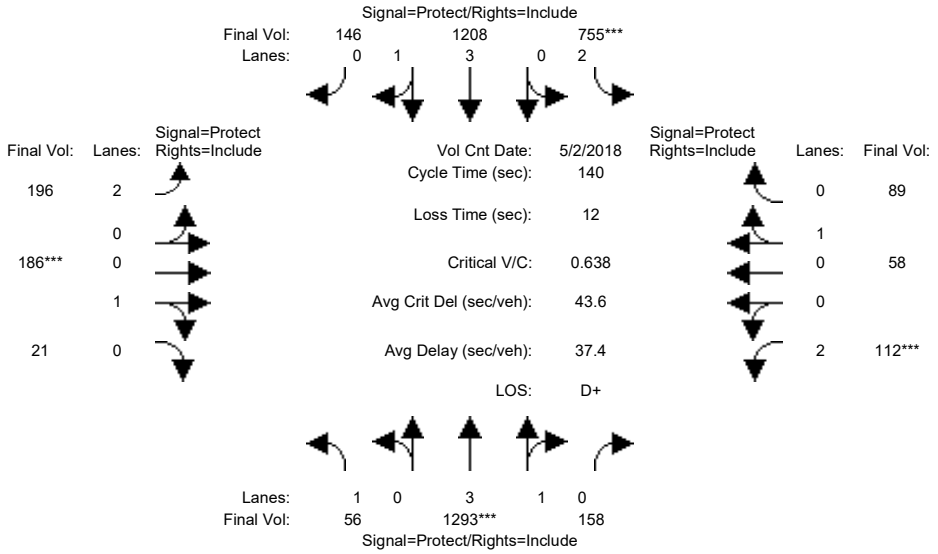
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2018 <<												
Base Vol:	56	1285	158	755	1202	146	196	186	21	112	58	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1285	158	755	1202	146	196	186	21	112	58	89
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:	56	1285	158	755	1202	146	196	186	21	112	58	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1285	158	755	1202	146	196	186	21	112	58	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1285	158	755	1202	146	196	186	21	112	58	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1285	158	755	1202	146	196	186	21	112	58	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	3.54	0.46	2.00	3.55	0.45	2.00	0.90	0.10	2.00	0.39	0.61
Final Sat.:	1750	6677	821	3150	6686	812	3150	1617	183	3150	710	1090
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.24	0.18	0.18	0.06	0.12	0.12	0.04	0.08	0.08
Crit Moves:		****		****				****		****		
Green Time:	20.7	42.3	42.3	52.7	74.3	74.3	14.3	25.3	25.3	7.8	18.8	18.8
Volume/Cap:	0.22	0.64	0.64	0.64	0.34	0.34	0.61	0.64	0.64	0.64	0.61	0.61
Delay/Veh:	53.0	42.8	42.8	37.0	18.9	18.9	63.5	57.3	57.3	72.3	61.6	61.6
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:	53.0	42.8	42.8	37.0	18.9	18.9	63.5	57.3	57.3	72.3	61.6	61.6
LOS by Move:	D-	D	D	D+	B-	B-	E	E+	E+	E	E	E
HCM2kAvgQ:	2	13	13	16	8	8	6	9	9	4	7	7

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #219: De Anza Blvd / Mariani Av



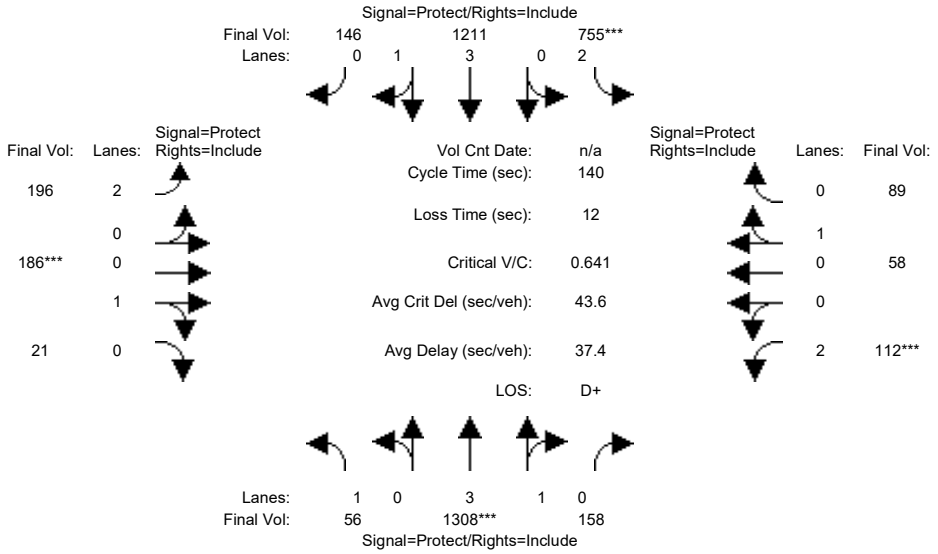
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2018 <<												
Base Vol:	56	1285	158	755	1202	146	196	186	21	112	58	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1285	158	755	1202	146	196	186	21	112	58	89
Added Vol:	0	8	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1293	158	755	1208	146	196	186	21	112	58	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1293	158	755	1208	146	196	186	21	112	58	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1293	158	755	1208	146	196	186	21	112	58	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1293	158	755	1208	146	196	186	21	112	58	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	3.55	0.45	2.00	3.55	0.45	2.00	0.90	0.10	2.00	0.39	0.61
Final Sat.:	1750	6682	817	3150	6690	809	3150	1617	183	3150	710	1090
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.24	0.18	0.18	0.06	0.12	0.12	0.04	0.08	0.08
Crit Moves:		****		****				****		****		
Green Time:	20.6	42.4	42.4	52.6	74.4	74.4	14.3	25.2	25.2	7.8	18.7	18.7
Volume/Cap:	0.22	0.64	0.64	0.64	0.34	0.34	0.61	0.64	0.64	0.64	0.61	0.61
Delay/Veh:	53.0	42.8	42.8	37.1	18.8	18.8	63.6	57.4	57.4	72.4	61.7	61.7
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:	53.0	42.8	42.8	37.1	18.8	18.8	63.6	57.4	57.4	72.4	61.7	61.7
LOS by Move:	D-	D	D	D+	B-	B-	E	E+	E+	E	E	E
HCM2kAvgQ:	2	13	13	16	8	8	6	9	9	4	7	7

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #219: De Anza Blvd / Mariani Av



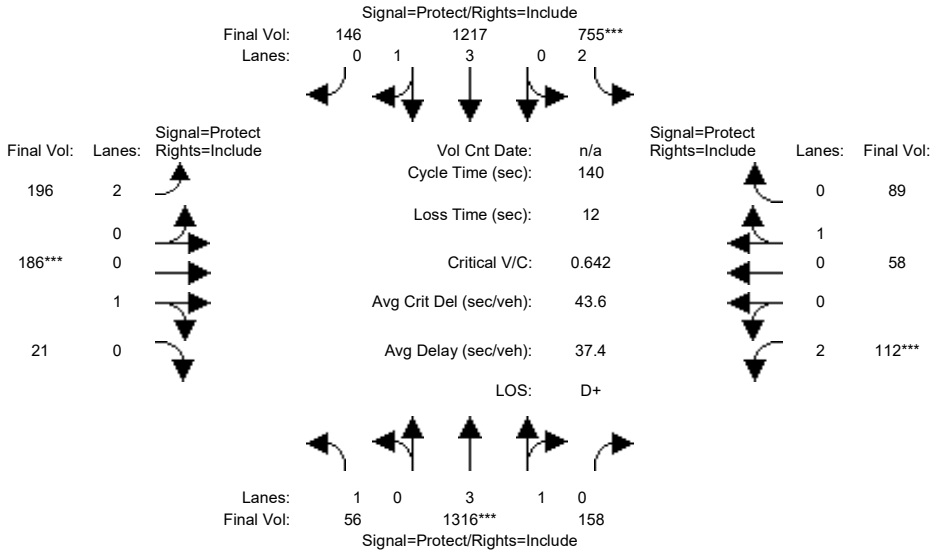
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	56	1308	158	755	1211	146	196	186	21	112	58	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1308	158	755	1211	146	196	186	21	112	58	89
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:	56	1308	158	755	1211	146	196	186	21	112	58	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1308	158	755	1211	146	196	186	21	112	58	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1308	158	755	1211	146	196	186	21	112	58	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1308	158	755	1211	146	196	186	21	112	58	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	3.55	0.45	2.00	3.55	0.45	2.00	0.90	0.10	2.00	0.39	0.61
Final Sat.:	1750	6690	808	3150	6692	807	3150	1617	183	3150	710	1090
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.24	0.18	0.18	0.06	0.12	0.12	0.04	0.08	0.08
Crit Moves:		****		****				****		****		
Green Time:	20.6	42.7	42.7	52.4	74.5	74.5	14.2	25.1	25.1	7.8	18.7	18.7
Volume/Cap:	0.22	0.64	0.64	0.64	0.34	0.34	0.61	0.64	0.64	0.64	0.61	0.61
Delay/Veh:	53.0	42.6	42.6	37.3	18.8	18.8	63.7	57.6	57.6	72.5	61.9	61.9
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:	53.0	42.6	42.6	37.3	18.8	18.8	63.7	57.6	57.6	72.5	61.9	61.9
LOS by Move:	D-	D	D	D+	B-	B-	E	E+	E+	E	E	E
HCM2kAvgQ:	2	13	13	16	8	8	6	9	9	4	7	7

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #219: De Anza Blvd / Mariani Av



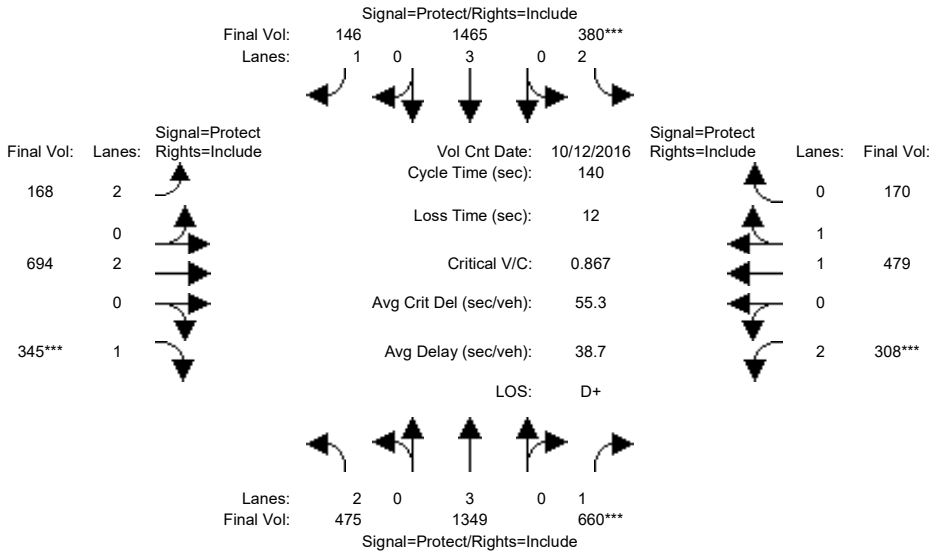
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	56	1308	158	755	1211	146	196	186	21	112	58	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1308	158	755	1211	146	196	186	21	112	58	89
Added Vol:	0	8	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1316	158	755	1217	146	196	186	21	112	58	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1316	158	755	1217	146	196	186	21	112	58	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1316	158	755	1217	146	196	186	21	112	58	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1316	158	755	1217	146	196	186	21	112	58	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	3.55	0.45	2.00	3.55	0.45	2.00	0.90	0.10	2.00	0.39	0.61
Final Sat.:	1750	6695	804	3150	6695	803	3150	1617	183	3150	710	1090
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.24	0.18	0.18	0.06	0.12	0.12	0.04	0.08	0.08
Crit Moves:		****		****				****		****		
Green Time:	20.5	42.9	42.9	52.3	74.6	74.6	14.2	25.1	25.1	7.8	18.6	18.6
Volume/Cap:	0.22	0.64	0.64	0.64	0.34	0.34	0.61	0.64	0.64	0.64	0.61	0.61
Delay/Veh:	53.1	42.6	42.6	37.4	18.7	18.7	63.8	57.6	57.6	72.6	61.9	61.9
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:	53.1	42.6	42.6	37.4	18.7	18.7	63.8	57.6	57.6	72.6	61.9	61.9
LOS by Move:	D-	D	D	D+	B-	B-	E	E+	E+	E	E	E
HCM2kAvgQ:	2	13	13	16	8	8	6	10	10	4	7	7

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #5: De Anza Blvd/Homestead Rd



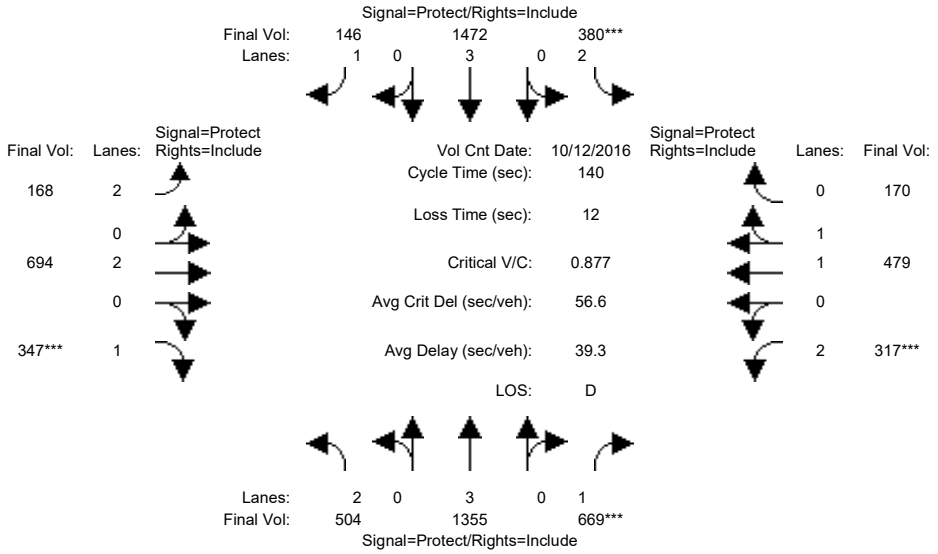
Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 12 Oct 2016 << 5:15 - 6:15 PM												
Base Vol:	475	1349	660	380	1465	146	168	694	345	308	479	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	475	1349	660	380	1465	146	168	694	345	308	479	170
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:	475	1349	660	380	1465	146	168	694	345	308	479	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	475	1349	660	380	1465	146	168	694	345	308	479	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	1349	660	380	1465	146	168	694	345	308	479	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	475	1349	660	380	1465	146	168	694	345	308	479	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.46	0.54
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2730	969
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.38	0.12	0.26	0.08	0.05	0.18	0.20	0.10	0.18	0.18
Crit Moves:			****	****					****	****		
Green Time:	29.7	60.9	60.9	19.5	50.7	50.7	11.1	31.8	31.8	15.8	36.5	36.5
Volume/Cap:	0.71	0.54	0.87	0.87	0.71	0.23	0.67	0.80	0.87	0.87	0.67	0.67
Delay/Veh:	45.5	14.5	27.8	69.2	25.0	19.5	69.7	56.6	69.9	80.7	48.3	48.3
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:	45.5	14.5	27.8	69.2	25.0	19.5	69.7	56.6	69.9	80.7	48.3	48.3
LOS by Move:	D	B	C	E	C	B-	E	E+	E	F	D	D
HCM2kAvgQ:	12	9	25	12	15	3	5	15	18	8	11	11

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #5: De Anza Blvd/Homestead Rd



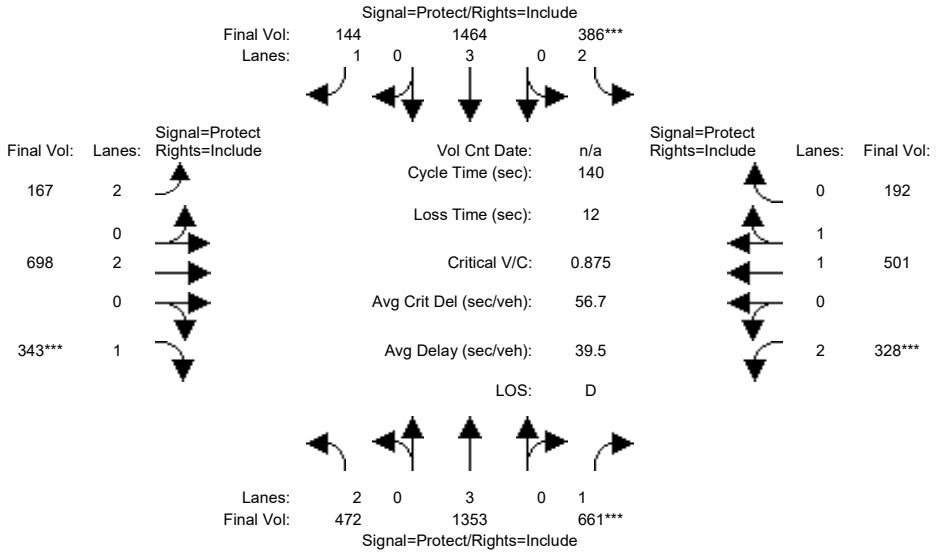
Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 12 Oct 2016 << 5:15 - 6:15 PM												
Base Vol:	475	1349	660	380	1465	146	168	694	345	308	479	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	475	1349	660	380	1465	146	168	694	345	308	479	170
Added Vol:	29	6	9	0	7	0	0	0	2	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	504	1355	669	380	1472	146	168	694	347	317	479	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	504	1355	669	380	1472	146	168	694	347	317	479	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	1355	669	380	1472	146	168	694	347	317	479	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	504	1355	669	380	1472	146	168	694	347	317	479	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.46	0.54
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2730	969
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.38	0.12	0.26	0.08	0.05	0.18	0.20	0.10	0.18	0.18
Crit Moves:			****	****					****	****		
Green Time:	30.7	61.0	61.0	19.3	49.6	49.6	11.1	31.7	31.7	16.1	36.6	36.6
Volume/Cap:	0.73	0.55	0.88	0.88	0.73	0.24	0.67	0.81	0.88	0.88	0.67	0.67
Delay/Veh:	45.2	14.4	28.7	70.9	26.4	20.4	69.6	57.0	71.6	81.7	48.2	48.2
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:	45.2	14.4	28.7	70.9	26.4	20.4	69.6	57.0	71.6	81.7	48.2	48.2
LOS by Move:	D	B	C	E	C	C+	E	E+	E	F	D	D
HCM2kAvgQ:	13	9	26	12	16	3	5	15	18	9	11	11

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #5: De Anza Blvd/Homestead Rd



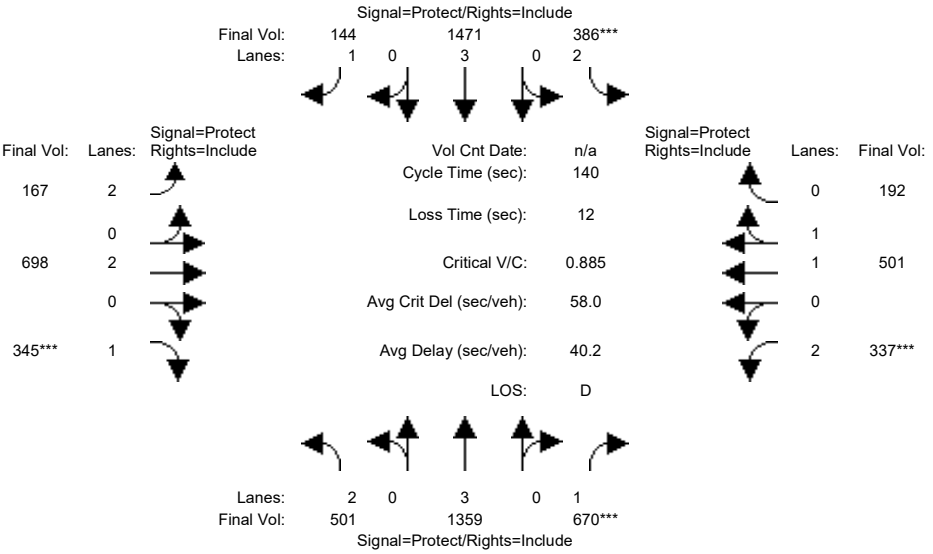
Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	472	1353	661	386	1464	144	167	698	343	328	501	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	472	1353	661	386	1464	144	167	698	343	328	501	192
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:	472	1353	661	386	1464	144	167	698	343	328	501	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	472	1353	661	386	1464	144	167	698	343	328	501	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	1353	661	386	1464	144	167	698	343	328	501	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	472	1353	661	386	1464	144	167	698	343	328	501	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.43	0.57
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2674	1025
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.38	0.12	0.26	0.08	0.05	0.18	0.20	0.10	0.19	0.19
Crit Moves:			****	****					****	****		
Green Time:	29.5	60.4	60.4	19.6	50.5	50.5	10.6	31.3	31.3	16.7	37.4	37.4
Volume/Cap:	0.71	0.55	0.88	0.88	0.71	0.23	0.70	0.82	0.88	0.88	0.70	0.70
Delay/Veh:	45.8	14.9	29.1	70.1	25.2	19.6	72.2	58.0	71.7	80.6	48.5	48.5
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:	45.8	14.9	29.1	70.1	25.2	19.6	72.2	58.0	71.7	80.6	48.5	48.5
LOS by Move:	D	B	C	E	C	B-	E	E+	E	F	D	D
HCM2kAvgQ:	12	9	26	12	15	3	6	16	18	9	12	12

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #5: De Anza Blvd/Homestead Rd



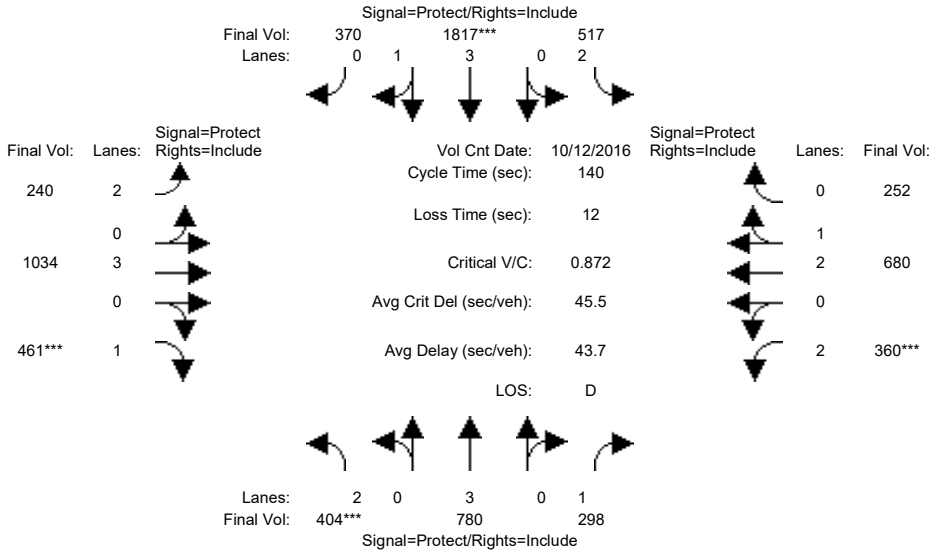
Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	472	1353	661	386	1464	144	167	698	343	328	501	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	472	1353	661	386	1464	144	167	698	343	328	501	192
Added Vol:	29	6	9	0	7	0	0	0	2	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	501	1359	670	386	1471	144	167	698	345	337	501	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	501	1359	670	386	1471	144	167	698	345	337	501	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	1359	670	386	1471	144	167	698	345	337	501	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	501	1359	670	386	1471	144	167	698	345	337	501	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.43	0.57
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2674	1025
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.38	0.12	0.26	0.08	0.05	0.18	0.20	0.11	0.19	0.19
Crit Moves:			****	****					****	****		
Green Time:	30.5	60.5	60.5	19.4	49.4	49.4	10.6	31.2	31.2	16.9	37.5	37.5
Volume/Cap:	0.73	0.55	0.89	0.89	0.73	0.23	0.70	0.82	0.89	0.89	0.70	0.70
Delay/Veh:	45.5	14.8	30.1	71.9	26.5	20.5	72.0	58.5	73.5	81.7	48.4	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	14.8	30.1	71.9	26.5	20.5	72.0	58.5	73.5	81.7	48.4	48.4
LOS by Move:	D	B	C	E	C	C+	E	E+	E	F	D	D
HCM2kAvgQ:	13	9	27	13	16	3	6	16	18	9	12	12

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #211: De Anza Blvd/Stevens Creek Blvd 1638-211 [CMP 2010]



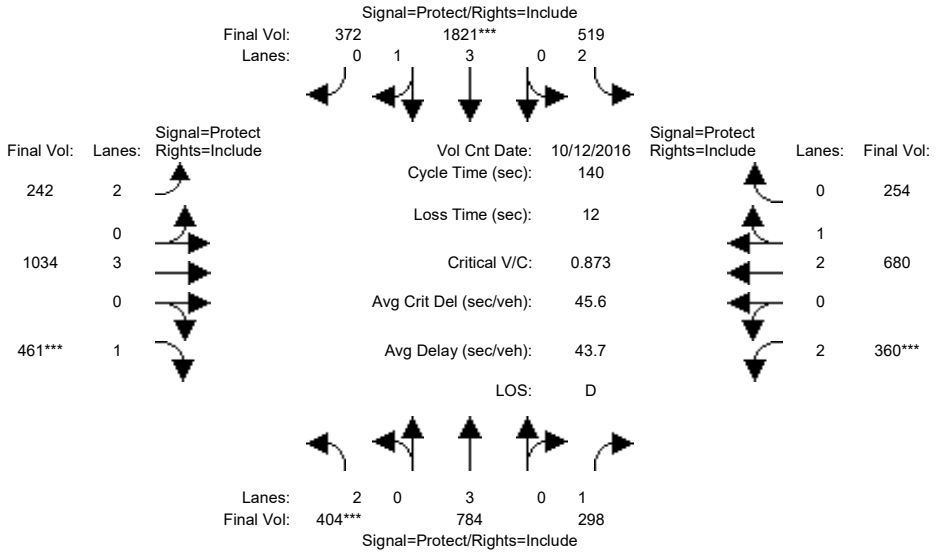
Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 5:15 - 6:15 PM												
Base Vol:	404	780	298	517	1817	370	240	1034	461	360	680	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	404	780	298	517	1817	370	240	1034	461	360	680	252
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:	404	780	298	517	1817	370	240	1034	461	360	680	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	404	780	298	517	1817	370	240	1034	461	360	680	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	780	298	517	1817	370	240	1034	461	360	680	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	404	780	298	517	1817	370	240	1034	461	360	680	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.30	0.70	2.00	3.00	1.00	2.00	2.16	0.84
Final Sat.:	3150	5700	1750	3150	6229	1268	3150	5700	1750	3150	4084	1513
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.17	0.16	0.29	0.29	0.08	0.18	0.26	0.11	0.17	0.17
Crit Moves:	****				****				****	****		
Green Time:	20.6	34.3	34.3	33.1	46.8	46.8	19.0	42.3	42.3	18.3	41.6	41.6
Volume/Cap:	0.87	0.56	0.69	0.69	0.87	0.87	0.56	0.60	0.87	0.87	0.56	0.56
Delay/Veh:	68.2	36.7	42.6	41.6	32.8	32.8	58.3	42.3	61.1	77.7	41.9	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.2	36.7	42.6	41.6	32.8	32.8	58.3	42.3	61.1	77.7	41.9	41.9
LOS by Move:	E	D+	D	D	C-	C-	E+	D	E	E-	D	D
HCM2kAvgQ:	13	9	12	11	21	21	6	12	22	12	11	11

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #211: De Anza Blvd/Stevens Creek Blvd 1638-211 [CMP 2010]



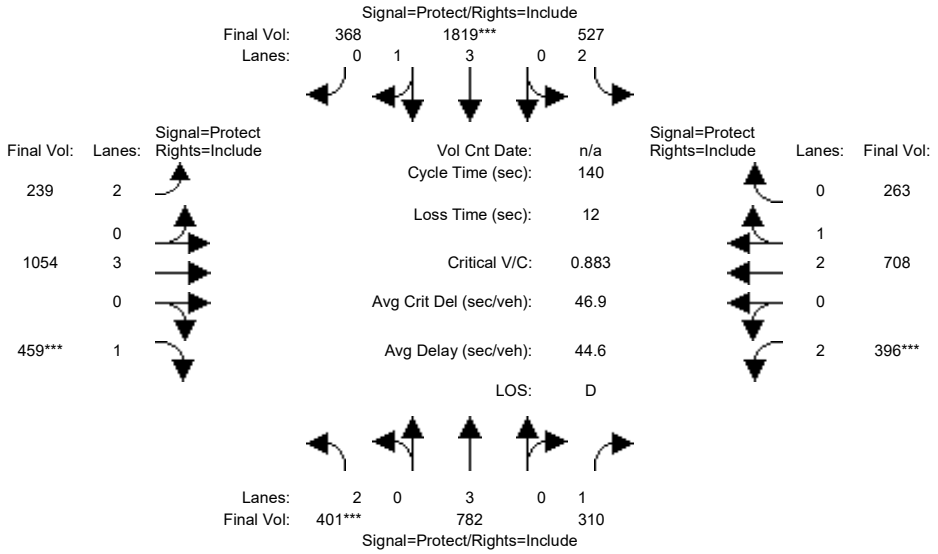
Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 5:15 - 6:15 PM												
Base Vol:	404	780	298	517	1817	370	240	1034	461	360	680	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	404	780	298	517	1817	370	240	1034	461	360	680	252
Added Vol:	0	4	0	2	4	2	2	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	404	784	298	519	1821	372	242	1034	461	360	680	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	404	784	298	519	1821	372	242	1034	461	360	680	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	784	298	519	1821	372	242	1034	461	360	680	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	404	784	298	519	1821	372	242	1034	461	360	680	254
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.29	0.71	2.00	3.00	1.00	2.00	2.15	0.85
Final Sat.:	3150	5700	1750	3150	6226	1272	3150	5700	1750	3150	4075	1522
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.17	0.16	0.29	0.29	0.08	0.18	0.26	0.11	0.17	0.17
Crit Moves:	****				****				****	****		
Green Time:	20.6	34.3	34.3	33.2	46.9	46.9	19.1	42.2	42.2	18.3	41.5	41.5
Volume/Cap:	0.87	0.56	0.70	0.70	0.87	0.87	0.56	0.60	0.87	0.87	0.56	0.56
Delay/Veh:	68.3	36.8	42.6	41.6	32.8	32.8	58.3	42.3	61.2	77.9	42.1	42.1
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:	68.3	36.8	42.6	41.6	32.8	32.8	58.3	42.3	61.2	77.9	42.1	42.1
LOS by Move:	E	D+	D	D	C-	C-	E+	D	E	E-	D	D
HCM2kAvgQ:	13	9	12	11	21	21	6	12	23	12	11	11

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #211: De Anza Blvd/Stevens Creek Blvd 1638-211 [CMP 2010]



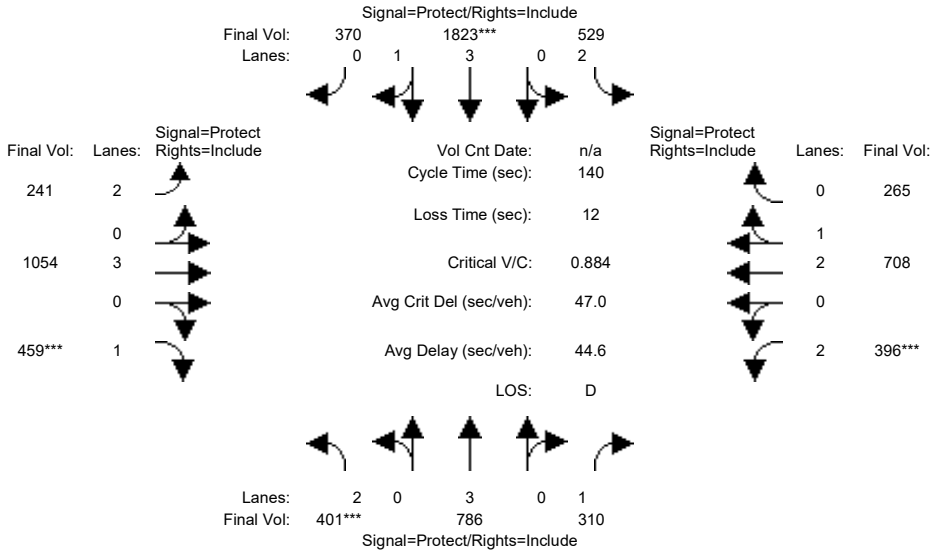
Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	401	782	310	527	1819	368	239	1054	459	396	708	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	782	310	527	1819	368	239	1054	459	396	708	263
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:	401	782	310	527	1819	368	239	1054	459	396	708	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	782	310	527	1819	368	239	1054	459	396	708	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	782	310	527	1819	368	239	1054	459	396	708	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	401	782	310	527	1819	368	239	1054	459	396	708	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.30	0.70	2.00	3.00	1.00	2.00	2.16	0.84
Final Sat.:	3150	5700	1750	3150	6236	1262	3150	5700	1750	3150	4081	1516
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.18	0.17	0.29	0.29	0.08	0.18	0.26	0.13	0.17	0.17
Crit Moves:	****				****				****	****		
Green Time:	20.2	34.2	34.2	32.3	46.3	46.3	18.7	41.6	41.6	19.9	42.8	42.8
Volume/Cap:	0.88	0.56	0.73	0.73	0.88	0.88	0.57	0.62	0.88	0.88	0.57	0.57
Delay/Veh:	70.2	36.9	44.3	43.5	33.8	33.8	58.7	43.1	63.1	77.1	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.2	36.9	44.3	43.5	33.8	33.8	58.7	43.1	63.1	77.1	41.3	41.3
LOS by Move:	E	D+	D	D	C-	C-	E+	D	E	E-	D	D
HCM2kAvgQ:	13	9	13	11	21	21	6	13	23	13	11	11

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #211: De Anza Blvd/Stevens Creek Blvd 1638-211 [CMP 2010]



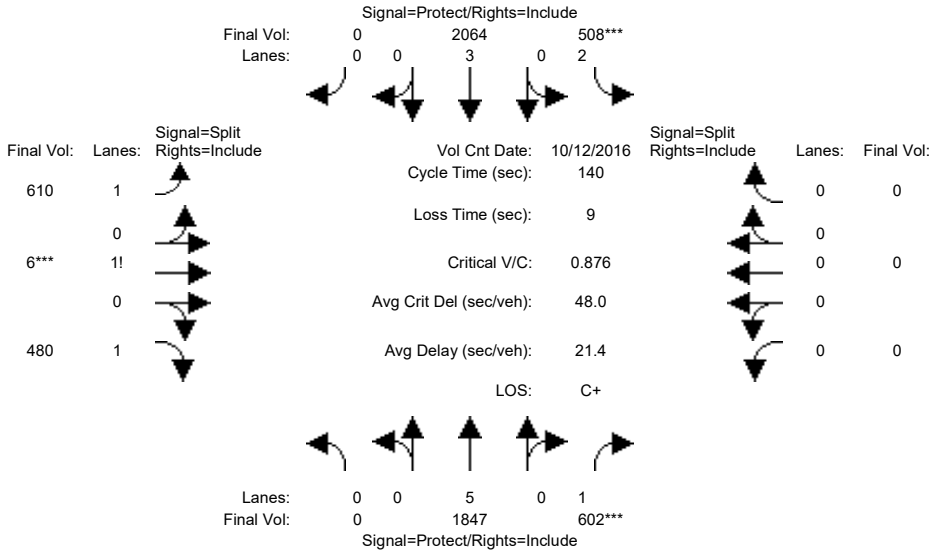
Street Name:	De Anza Boulevard						Stevens Creek Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	401	782	310	527	1819	368	239	1054	459	396	708	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	782	310	527	1819	368	239	1054	459	396	708	263
Added Vol:	0	4	0	2	4	2	2	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	786	310	529	1823	370	241	1054	459	396	708	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	786	310	529	1823	370	241	1054	459	396	708	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	786	310	529	1823	370	241	1054	459	396	708	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	401	786	310	529	1823	370	241	1054	459	396	708	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.30	0.70	2.00	3.00	1.00	2.00	2.15	0.85
Final Sat.:	3150	5700	1750	3150	6233	1265	3150	5700	1750	3150	4073	1524
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.18	0.17	0.29	0.29	0.08	0.18	0.26	0.13	0.17	0.17
Crit Moves:	****				****				****	****		
Green Time:	20.2	34.1	34.1	32.4	46.3	46.3	18.8	41.6	41.6	19.9	42.7	42.7
Volume/Cap:	0.88	0.57	0.73	0.73	0.88	0.88	0.57	0.62	0.88	0.88	0.57	0.57
Delay/Veh:	70.3	37.0	44.3	43.4	33.8	33.8	58.7	43.2	63.2	77.3	41.4	41.4
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:	70.3	37.0	44.3	43.4	33.8	33.8	58.7	43.2	63.2	77.3	41.4	41.4
LOS by Move:	E	D+	D	D	C-	C-	E+	D	E	E-	D	D
HCM2kAvgQ:	13	9	13	11	21	21	6	13	23	13	11	11

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #212: I-280 S Ramps/De Anza Blvd 1637-212 [CMP 2010]



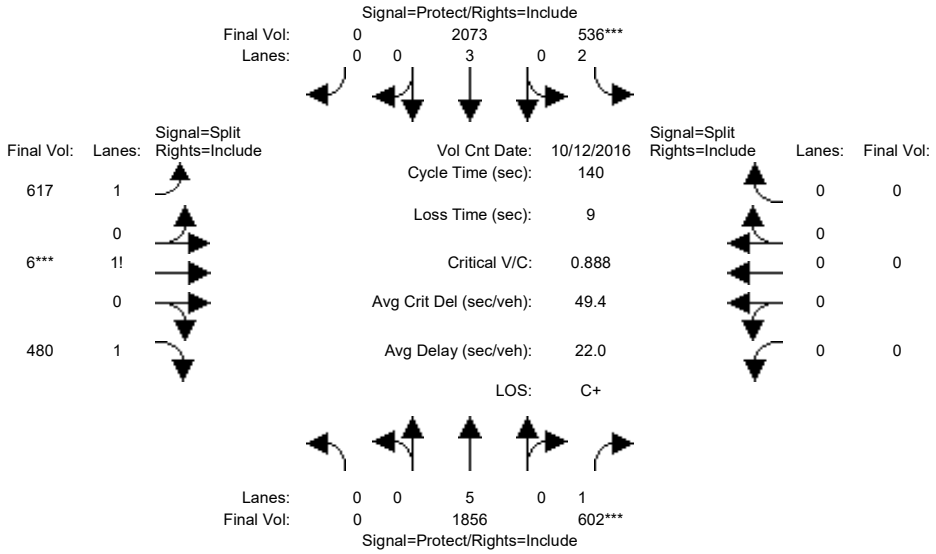
Street Name:	De Anza Boulevard						I-280 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 5:30 - 6:30 PM												
Base Vol:	0	1847	602	508	2064	0	610	6	480	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	1847	602	508	2064	0	610	6	480	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	1847	602	508	2064	0	610	6	480	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	1847	602	508	2064	0	610	6	480	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1847	602	508	2064	0	610	6	480	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	1847	602	508	2064	0	610	6	480	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	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.55	0.01	1.44	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2719	19	2512	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.34	0.16	0.36	0.00	0.22	0.31	0.19	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	54.9	54.9	25.8	80.7	0.0	50.3	50.3	50.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.88	0.88	0.63	0.00	0.62	0.88	0.53	0.00	0.00	0.00
Delay/Veh:	0.0	18.4	34.7	61.3	2.2	0.0	37.8	49.2	35.8	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	18.4	34.7	61.3	2.2	0.0	37.8	49.2	35.8	0.0	0.0	0.0
LOS by Move:	A	B-	C-	E	A	A	D+	D	D+	A	A	A
HCM2kAvgQ:	0	8	24	12	3	0	15	27	12	0	0	0

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #212: I-280 S Ramps/De Anza Blvd 1637-212 [CMP 2010]



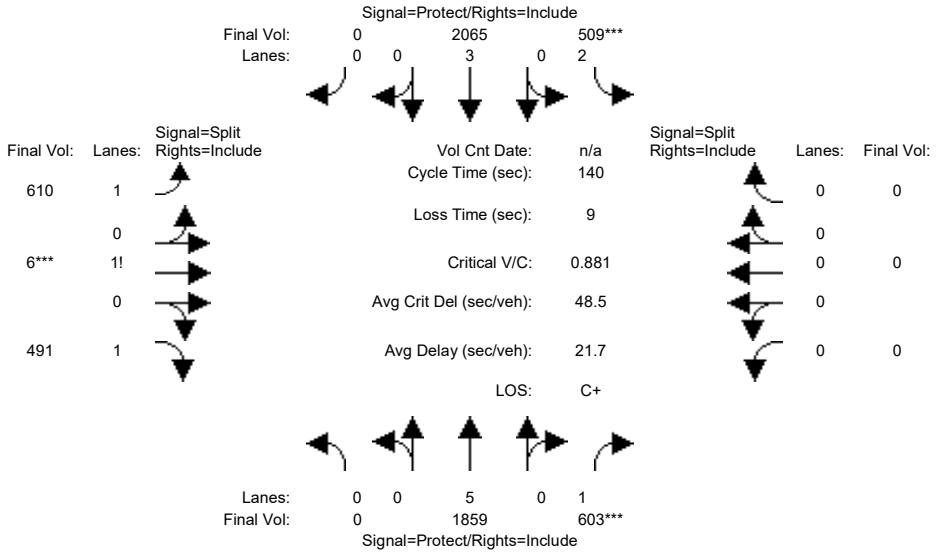
Street Name:	De Anza Boulevard						I-280 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 5:30 - 6:30 PM												
Base Vol:	0	1847	602	508	2064	0	610	6	480	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	1847	602	508	2064	0	610	6	480	0	0	0
Added Vol:	0	9	0	28	9	0	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1856	602	536	2073	0	617	6	480	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	1856	602	536	2073	0	617	6	480	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1856	602	536	2073	0	617	6	480	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	1856	602	536	2073	0	617	6	480	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	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.56	0.01	1.43	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2724	19	2507	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.34	0.17	0.36	0.00	0.23	0.32	0.19	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	54.2	54.2	26.8	81.1	0.0	49.9	49.9	49.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.89	0.89	0.63	0.00	0.63	0.89	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	19.0	36.8	61.4	2.0	0.0	38.2	50.5	36.1	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	19.0	36.8	61.4	2.0	0.0	38.2	50.5	36.1	0.0	0.0	0.0
LOS by Move:	A	B-	D+	E	A	A	D+	D	D+	A	A	A
HCM2kAvgQ:	0	8	25	13	3	0	16	27	12	0	0	0

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #212: I-280 S Ramps/De Anza Blvd 1637-212 [CMP 2010]



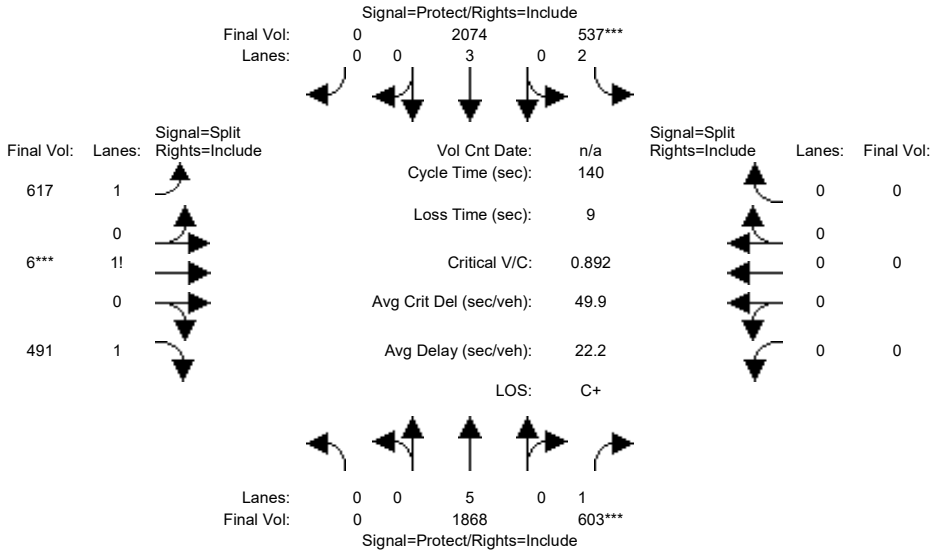
Street Name:	De Anza Boulevard						I-280 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1859	603	509	2065	0	610	6	491	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	1859	603	509	2065	0	610	6	491	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	1859	603	509	2065	0	610	6	491	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	1859	603	509	2065	0	610	6	491	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1859	603	509	2065	0	610	6	491	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	1859	603	509	2065	0	610	6	491	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	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.55	0.01	1.44	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2709	19	2522	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.34	0.16	0.36	0.00	0.23	0.32	0.19	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	54.8	54.8	25.7	80.5	0.0	50.5	50.5	50.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.88	0.88	0.63	0.00	0.62	0.88	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	18.5	35.3	62.0	2.4	0.0	37.6	49.4	35.8	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	18.5	35.3	62.0	2.4	0.0	37.6	49.4	35.8	0.0	0.0	0.0
LOS by Move:	A	B-	D+	E	A	A	D+	D	D+	A	A	A
HCM2kAvgQ:	0	8	24	12	3	0	15	27	13	0	0	0

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #212: I-280 S Ramps/De Anza Blvd 1637-212 [CMP 2010]



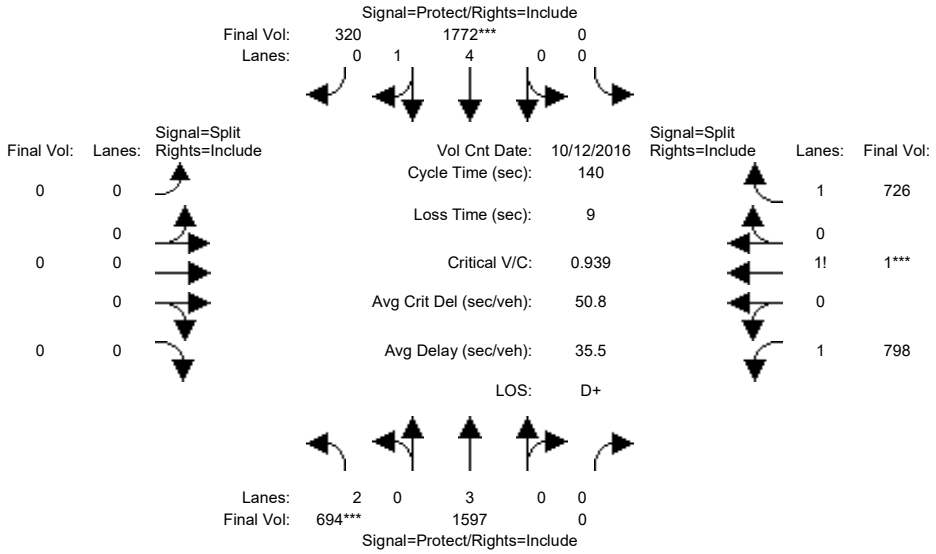
Street Name:	De Anza Boulevard						I-280 S. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1859	603	509	2065	0	610	6	491	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	1859	603	509	2065	0	610	6	491	0	0	0
Added Vol:	0	9	0	28	9	0	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1868	603	537	2074	0	617	6	491	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	1868	603	537	2074	0	617	6	491	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1868	603	537	2074	0	617	6	491	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	1868	603	537	2074	0	617	6	491	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	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	5.00	1.00	2.00	3.00	0.00	1.55	0.01	1.44	0.00	0.00	0.00
Final Sat.:	0	9500	1750	3150	5700	0	2714	19	2517	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.34	0.17	0.36	0.00	0.23	0.32	0.20	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	54.1	54.1	26.7	80.8	0.0	50.2	50.2	50.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.89	0.89	0.63	0.00	0.63	0.89	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	19.2	37.5	62.1	2.2	0.0	38.0	50.8	36.1	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	19.2	37.5	62.1	2.2	0.0	38.0	50.8	36.1	0.0	0.0	0.0
LOS by Move:	A	B-	D+	E	A	A	D+	D	D+	A	A	A
HCM2kAvgQ:	0	8	25	13	3	0	16	28	13	0	0	0

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #213: I-280 N Ramps/De Anza Blvd 1636-213 [CMP 2010]



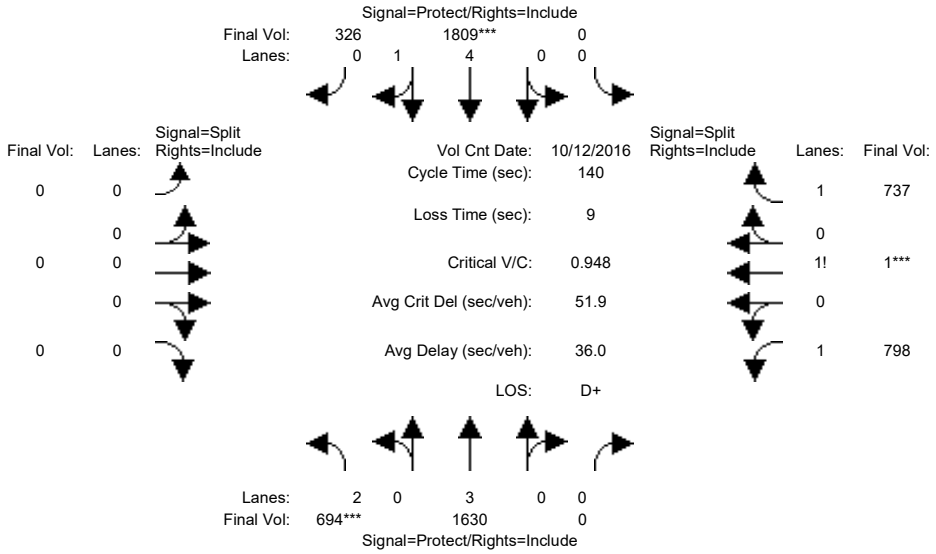
Street Name:	De Anza Boulevard						I-280 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 5:15 - 6:15 PM												
Base Vol:	694	1597	0	0	1772	320	0	0	0	798	1	726
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	694	1597	0	0	1772	320	0	0	0	798	1	726
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:	694	1597	0	0	1772	320	0	0	0	798	1	726
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	694	1597	0	0	1772	320	0	0	0	798	1	726
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	694	1597	0	0	1772	320	0	0	0	798	1	726
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	694	1597	0	0	1772	320	0	0	0	798	1	726
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	0.00	4.20	0.80	0.00	0.00	0.00	1.52	0.01	1.47
Final Sat.:	3150	5700	0	0	7959	1437	0	0	0	2665	2	2583
Capacity Analysis Module:												
Vol/Sat:	0.22	0.28	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.30	0.44	0.28
Crit Moves:	****				****						****	
Green Time:	32.8	66.0	0.0	0.0	33.2	33.2	0.0	0.0	0.0	65.0	65.0	65.0
Volume/Cap:	0.94	0.59	0.00	0.00	0.94	0.94	0.00	0.00	0.00	0.65	0.94	0.61
Delay/Veh:	61.6	11.4	0.0	0.0	50.2	50.2	0.0	0.0	0.0	29.3	46.7	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	11.4	0.0	0.0	50.2	50.2	0.0	0.0	0.0	29.3	46.7	28.4
LOS by Move:	E	B+	A	A	D	D	A	A	A	C	D	C
HCM2kAvgQ:	21	10	0	0	22	22	0	0	0	19	38	17

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #213: I-280 N Ramps/De Anza Blvd 1636-213 [CMP 2010]



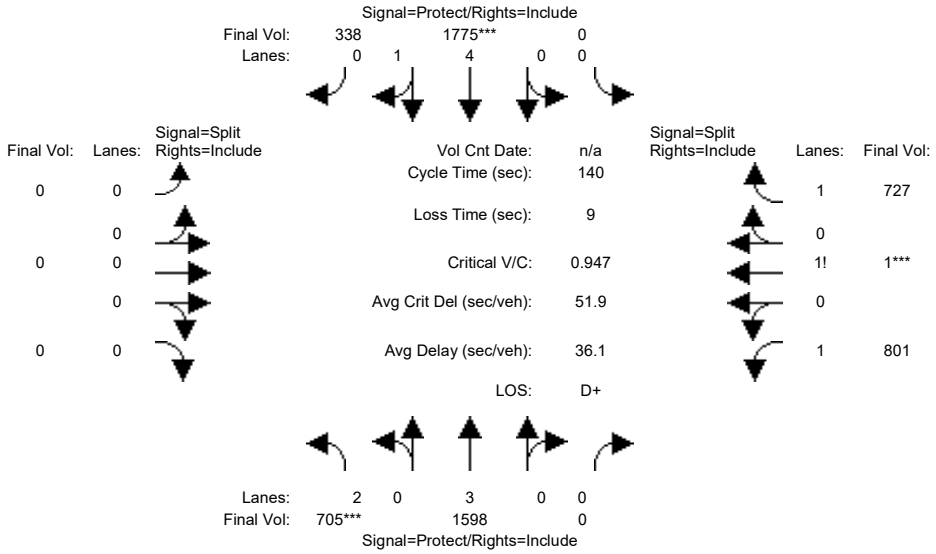
Street Name:	De Anza Boulevard						I-280 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 5:15 - 6:15 PM												
Base Vol:	694	1597	0	0	1772	320	0	0	0	798	1	726
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	694	1597	0	0	1772	320	0	0	0	798	1	726
Added Vol:	0	33	0	0	37	6	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	694	1630	0	0	1809	326	0	0	0	798	1	737
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	694	1630	0	0	1809	326	0	0	0	798	1	737
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	694	1630	0	0	1809	326	0	0	0	798	1	737
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	694	1630	0	0	1809	326	0	0	0	798	1	737
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	0.00	4.20	0.80	0.00	0.00	0.00	1.51	0.01	1.48
Final Sat.:	3150	5700	0	0	7962	1435	0	0	0	2659	2	2589
Capacity Analysis Module:												
Vol/Sat:	0.22	0.29	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.30	0.44	0.28
Crit Moves:	****				****						****	
Green Time:	32.6	66.1	0.0	0.0	33.6	33.6	0.0	0.0	0.0	64.9	64.9	64.9
Volume/Cap:	0.95	0.61	0.00	0.00	0.95	0.95	0.00	0.00	0.00	0.65	0.95	0.61
Delay/Veh:	63.6	11.4	0.0	0.0	50.8	50.8	0.0	0.0	0.0	29.4	48.1	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.6	11.4	0.0	0.0	50.8	50.8	0.0	0.0	0.0	29.4	48.1	28.6
LOS by Move:	E	B+	A	A	D	D	A	A	A	C	D	C
HCM2kAvgQ:	22	10	0	0	22	22	0	0	0	19	39	17

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #213: I-280 N Ramps/De Anza Blvd 1636-213 [CMP 2010]



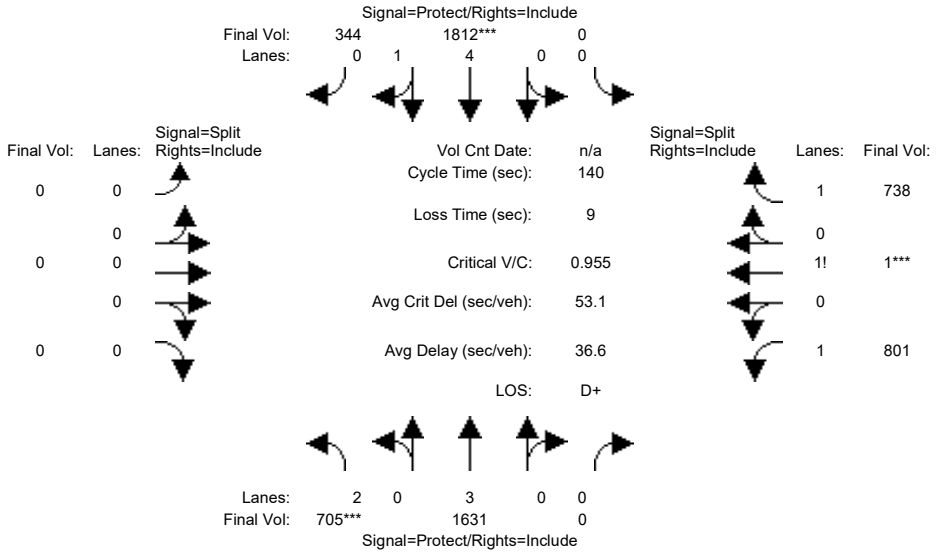
Street Name:	De Anza Boulevard						I-280 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	705	1598	0	0	1775	338	0	0	0	801	1	727
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	705	1598	0	0	1775	338	0	0	0	801	1	727
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:	705	1598	0	0	1775	338	0	0	0	801	1	727
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	705	1598	0	0	1775	338	0	0	0	801	1	727
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	705	1598	0	0	1775	338	0	0	0	801	1	727
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	705	1598	0	0	1775	338	0	0	0	801	1	727
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	0.00	4.16	0.84	0.00	0.00	0.00	1.52	0.01	1.47
Final Sat.:	3150	5700	0	0	7894	1503	0	0	0	2666	2	2582
Capacity Analysis Module:												
Vol/Sat:	0.22	0.28	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.30	0.44	0.28
Crit Moves:	****				****						****	
Green Time:	33.1	66.4	0.0	0.0	33.3	33.3	0.0	0.0	0.0	64.6	64.6	64.6
Volume/Cap:	0.95	0.59	0.00	0.00	0.95	0.95	0.00	0.00	0.00	0.65	0.95	0.61
Delay/Veh:	62.7	11.1	0.0	0.0	51.0	51.0	0.0	0.0	0.0	29.6	48.1	28.7
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:	62.7	11.1	0.0	0.0	51.0	51.0	0.0	0.0	0.0	29.6	48.1	28.7
LOS by Move:	E	B+	A	A	D-	D-	A	A	A	C	D	C
HCM2kAvgQ:	22	10	0	0	22	22	0	0	0	19	39	17

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #213: I-280 N Ramps/De Anza Blvd 1636-213 [CMP 2010]



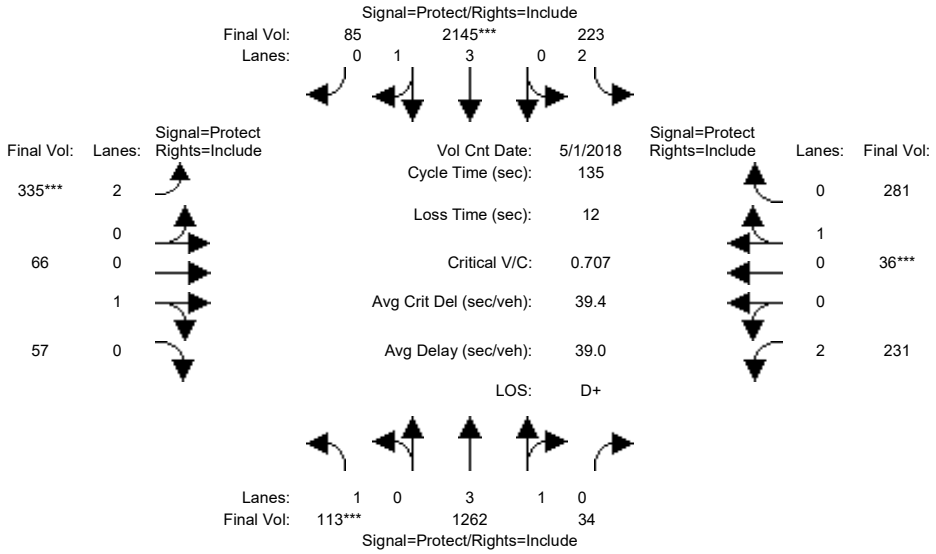
Street Name:	De Anza Boulevard						I-280 N. Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	705	1598	0	0	1775	338	0	0	0	801	1	727
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	705	1598	0	0	1775	338	0	0	0	801	1	727
Added Vol:	0	33	0	0	37	6	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	705	1631	0	0	1812	344	0	0	0	801	1	738
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	705	1631	0	0	1812	344	0	0	0	801	1	738
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	705	1631	0	0	1812	344	0	0	0	801	1	738
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	705	1631	0	0	1812	344	0	0	0	801	1	738
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	2.00	3.00	0.00	0.00	4.17	0.83	0.00	0.00	0.00	1.52	0.01	1.47
Final Sat.:	3150	5700	0	0	7897	1499	0	0	0	2660	2	2588
Capacity Analysis Module:												
Vol/Sat:	0.22	0.29	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.30	0.44	0.29
Crit Moves:	****				****						****	
Green Time:	32.8	66.5	0.0	0.0	33.6	33.6	0.0	0.0	0.0	64.5	64.5	64.5
Volume/Cap:	0.95	0.60	0.00	0.00	0.95	0.95	0.00	0.00	0.00	0.65	0.95	0.62
Delay/Veh:	64.7	11.2	0.0	0.0	51.7	51.7	0.0	0.0	0.0	29.8	49.6	28.9
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:	64.7	11.2	0.0	0.0	51.7	51.7	0.0	0.0	0.0	29.8	49.6	28.9
LOS by Move:	E	B+	A	A	D-	D-	A	A	A	C	D	C
HCM2kAvgQ:	22	10	0	0	23	23	0	0	0	19	39	17

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #219: De Anza Blvd / Mariani Av



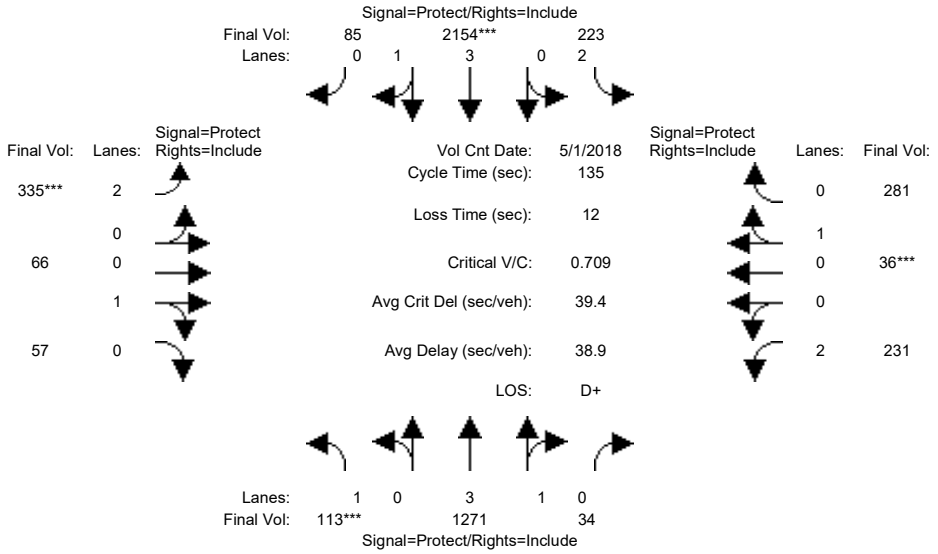
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2018 <<												
Base Vol:	113	1262	34	223	2145	85	335	66	57	231	36	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1262	34	223	2145	85	335	66	57	231	36	281
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:	113	1262	34	223	2145	85	335	66	57	231	36	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1262	34	223	2145	85	335	66	57	231	36	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1262	34	223	2145	85	335	66	57	231	36	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	113	1262	34	223	2145	85	335	66	57	231	36	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	3.89	0.11	2.00	3.84	0.16	2.00	0.54	0.46	2.00	0.11	0.89
Final Sat.:	1750	7303	197	3150	7214	286	3150	966	834	3150	204	1596
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.07	0.30	0.30	0.11	0.07	0.07	0.07	0.18	0.18
Crit Moves:	****				****		****				****	
Green Time:	12.3	49.0	49.0	20.1	56.8	56.8	20.3	27.1	27.1	26.8	33.6	33.6
Volume/Cap:	0.71	0.48	0.48	0.48	0.71	0.71	0.71	0.34	0.34	0.37	0.71	0.71
Delay/Veh:	73.2	33.2	33.2	53.4	33.0	33.0	59.4	46.9	46.9	47.1	51.3	51.3
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:	73.2	33.2	33.2	53.4	33.0	33.0	59.4	46.9	46.9	47.1	51.3	51.3
LOS by Move:	E	C-	C-	D-	C-	C-	E+	D	D	D	D-	D-
HCM2kAvgQ:	5	10	10	5	19	19	9	5	5	5	14	14

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #219: De Anza Blvd / Mariani Av



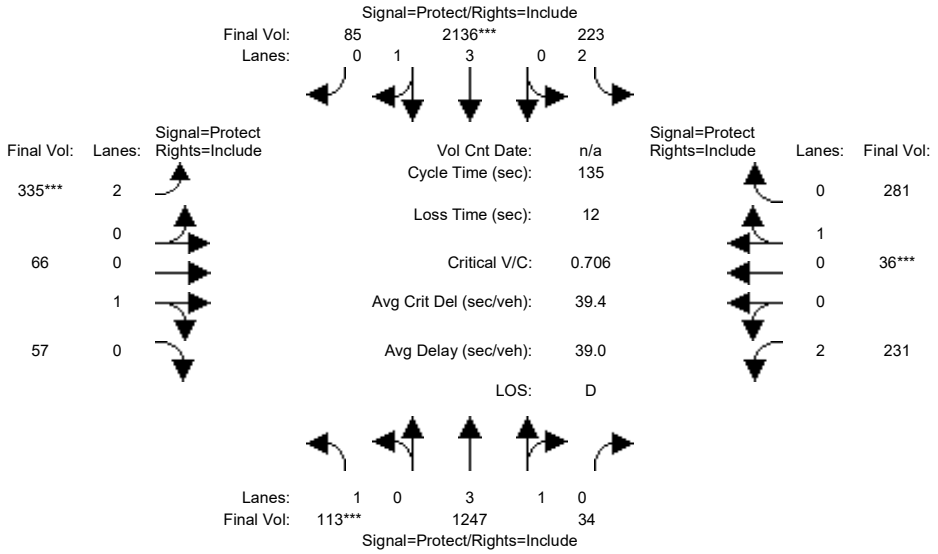
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2018 <<												
Base Vol:	113	1262	34	223	2145	85	335	66	57	231	36	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1262	34	223	2145	85	335	66	57	231	36	281
Added Vol:	0	9	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1271	34	223	2154	85	335	66	57	231	36	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1271	34	223	2154	85	335	66	57	231	36	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1271	34	223	2154	85	335	66	57	231	36	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	113	1271	34	223	2154	85	335	66	57	231	36	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	3.89	0.11	2.00	3.84	0.16	2.00	0.54	0.46	2.00	0.11	0.89
Final Sat.:	1750	7304	195	3150	7215	285	3150	966	834	3150	204	1596
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.07	0.30	0.30	0.11	0.07	0.07	0.07	0.18	0.18
Crit Moves:	****				****		****				****	
Green Time:	12.3	49.2	49.2	20.0	56.9	56.9	20.3	27.0	27.0	26.8	33.6	33.6
Volume/Cap:	0.71	0.48	0.48	0.48	0.71	0.71	0.71	0.34	0.34	0.37	0.71	0.71
Delay/Veh:	73.3	33.2	33.2	53.5	33.0	33.0	59.5	46.9	46.9	47.2	51.5	51.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.3	33.2	33.2	53.5	33.0	33.0	59.5	46.9	46.9	47.2	51.5	51.5
LOS by Move:	E	C-	C-	D-	C-	C-	E+	D	D	D	D-	D-
HCM2kAvgQ:	5	10	10	5	19	19	9	5	5	5	14	14

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #219: De Anza Blvd / Mariani Av



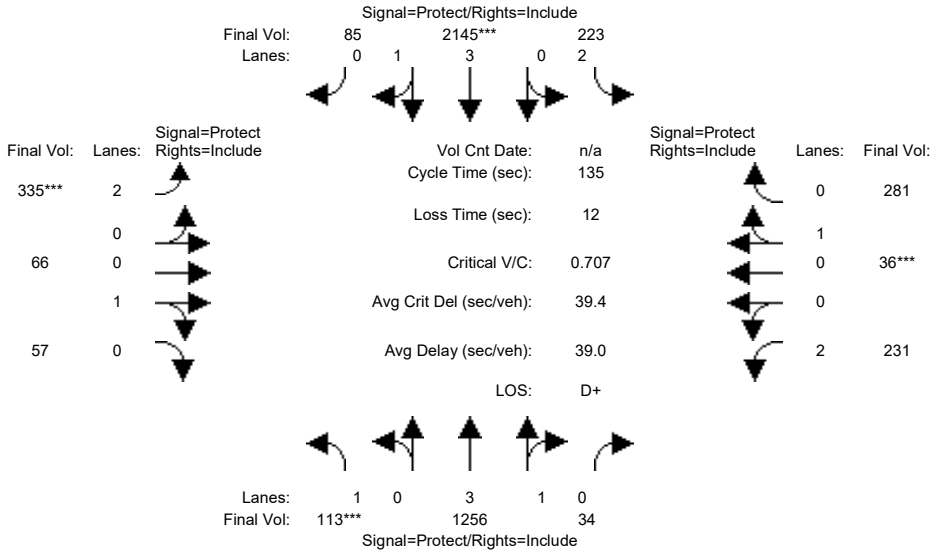
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	113	1247	34	223	2136	85	335	66	57	231	36	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1247	34	223	2136	85	335	66	57	231	36	281
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:	113	1247	34	223	2136	85	335	66	57	231	36	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1247	34	223	2136	85	335	66	57	231	36	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1247	34	223	2136	85	335	66	57	231	36	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	113	1247	34	223	2136	85	335	66	57	231	36	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	3.89	0.11	2.00	3.84	0.16	2.00	0.54	0.46	2.00	0.11	0.89
Final Sat.:	1750	7301	199	3150	7212	287	3150	966	834	3150	204	1596
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.07	0.30	0.30	0.11	0.07	0.07	0.07	0.18	0.18
Crit Moves:	****				****		****				****	
Green Time:	12.3	48.8	48.8	20.2	56.6	56.6	20.3	27.1	27.1	26.9	33.7	33.7
Volume/Cap:	0.71	0.47	0.47	0.47	0.71	0.71	0.71	0.34	0.34	0.37	0.71	0.71
Delay/Veh:	73.0	33.3	33.3	53.3	33.1	33.1	59.3	46.8	46.8	47.1	51.2	51.2
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:	73.0	33.3	33.3	53.3	33.1	33.1	59.3	46.8	46.8	47.1	51.2	51.2
LOS by Move:	E	C-	C-	D-	C-	C-	E+	D	D	D	D-	D-
HCM2kAvgQ:	5	10	10	5	19	19	9	5	5	5	14	14

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

De Anza Hotel
10931 S. De Anza Boulevard
Cupertino, CA

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

Intersection #219: De Anza Blvd / Mariani Av



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:	113	1247	34	223	2136	85	335	66	57	231	36	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1247	34	223	2136	85	335	66	57	231	36	281
Added Vol:	0	9	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1256	34	223	2145	85	335	66	57	231	36	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1256	34	223	2145	85	335	66	57	231	36	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1256	34	223	2145	85	335	66	57	231	36	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	113	1256	34	223	2145	85	335	66	57	231	36	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.83	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	3.89	0.11	2.00	3.84	0.16	2.00	0.54	0.46	2.00	0.11	0.89
Final Sat.:	1750	7302	198	3150	7214	286	3150	966	834	3150	204	1596
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.07	0.30	0.30	0.11	0.07	0.07	0.07	0.18	0.18
Crit Moves:	****				****		****				****	
Green Time:	12.3	48.9	48.9	20.1	56.8	56.8	20.3	27.1	27.1	26.8	33.6	33.6
Volume/Cap:	0.71	0.47	0.47	0.47	0.71	0.71	0.71	0.34	0.34	0.37	0.71	0.71
Delay/Veh:	73.2	33.3	33.3	53.3	33.0	33.0	59.4	46.9	46.9	47.1	51.3	51.3
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:	73.2	33.3	33.3	53.3	33.0	33.0	59.4	46.9	46.9	47.1	51.3	51.3
LOS by Move:	E	C-	C-	D-	C-	C-	E+	D	D	D	D-	D-
HCM2kAvgQ:	5	10	10	5	19	19	9	5	5	5	14	14

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